

INDIAN RAILWAY CONFERENCE ASSOCIATION

PROCEEDINGS

OF THE

Conference of Railway Delegates

ASSEMBLED AT

SIMLA

Commencing from Thursday, the 6th October 1927.

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INDIAN RAILWAY CONFERENCE ASSOCIATION.

1927.

The following officers attended the Conference :—

PRESIDENT.

MR. A. ASHLEY BIGGS. AGENT, MADRAS AND SOUTHERN MAHRATTA RAILWAY.

DELEGATES.

<i>Assam Bengal Railway</i>	MR. R. L. BLISS	Agent.
<i>Assam Railways and Trading Co. (The D. S. Railway)</i>	MR. R. L. BLISS	Agent, Assam Bengal Railway.
<i>Barsi Light Railway</i>	MR. G. W. EVES	Agent and Chief Engineer.
<i>Bengal and North Western Railway.</i>	MR. W. MILLER	Agent.
<i>Bengal Dooars Railway</i>	MR. J. A. POLWHELE	Manager and Engineer-in-Chief
<i>Bengal Nagpur Railway</i>	MR. T. R. NEELY	Commercial Traffic Manager.
<i>Bengal Provincial Railway</i>	MR. J. C. ROSE	Deputy Chief, Commercial Manager, East Indian Railway.
<i>Bharnagar State Railway</i>	MR. F. H. BIBRA	Manager and Engineer-in-Chief.
<i>Bikaner State Railway</i>	MR. J. A. FFOLLIOTT POWELL	Manager.
<i>Bombay, Baroda and Central India Railway.</i>	MR. M. W. BRAYSHAY	Agent.
<i>Bombay Port Trust Railway</i>	MR. J. R. REYNOLDS, C.I.E.	Manager.
<i>Burma Railways</i>	MR. T. M. JONES	Deputy Traffic Manager.
<i>Calcutta Port Commissioners</i>	MR. W. A. BURNS	Deputy Chairman.
<i>Darjeeling Himalayan Railway</i>	Not represented.	
<i>Dholpur Bari Railway</i>	MR. S. R. PHANSEY	Manager.
<i>Eastern Bengal Railway</i>	MR. N. PEARCE	Agent.
<i>East Indian Railway</i>	MR. G. L. COLVIN, C.B., C.M.G., D.S.O.	Agent
<i>Gackwar's Baroda State Railways</i>	MR. C. A. COOKE, O.B.E.	Manager and Engineer-in-Chief.
<i>Gondal Railway</i>	Not represented.	
<i>Great Indian Peninsula Railway</i>	MR. T. G. RUSSELL	Agent.
<i>Gwalior Light Railway</i>	MR. H. G. KELLY	Chief Transportation Superintendent, Great Indian Peninsula Railway.
<i>H. E. H. the Nizam's Guaranteed State Railways.</i>	MR. C. W. LLOYD JONES, C.I.E.	Agent and Chief Engineer.
<i>Jamnagar and Dwarka Railway</i>	Not represented.	
<i>Jodhpur Railway</i>	MAJOR J. W. GORDON, O.B.E.	Manager.
<i>Jorhat Provincial Railway</i>	MR. N. PEARCE	Agent, Eastern Bengal Railway
<i>Junagad State Railway</i>	MR. F. H. BIBRA	Manager and Engineer-in-Chief, Bhavnagar State Railway.
<i>Madras and Southern Mahratta Railway.</i>	MR. H. D. SINCLAIR	General Traffic Manager.

DELEGATES—concl'd.

<i>Madras Port Trust Railway</i>	MR. W. E. HARRISON . .	Chief Auditor and Accountant, M. S. M. Railway.
<i>Messrs. Kar and Company (Jessore Jhenidah Railway Syndicate, Limited).</i>	MR. N. PEARCE . .	Agent, Eastern Bengal Railway.
<i>Messrs. Martin and Company (Howrah Aulta, etc., Light Railways).</i>	MR. B. SEVERS . .	Chief Accounts Officer, East Indian Railway.
<i>Messrs. McLeod and Company (Ahmadpur Katwa, etc., Light Railways).</i>	MR. T. R. NEELY . .	Commercial Traffic Manager, Bengal Nagpur Railway.
<i>Messrs. Octavius Steel & Co. (Dehri Rohtas Light Railway).</i>	MR. H. A. M. HANNAY . .	Chief Operating Superintendent, East Indian Railway.
<i>Morvi Railway . .</i>	MR. F. H. BIBRA . .	Manager and Engineer-in-Chief, Bhavnagar State Railway.
<i>Mysore Railways . .</i>	KHAN BAHADUR ABDUL AZIZ KHAN	Agent.
<i>North Western Railway . .</i>	MR. A. T. STOWELL . .	Agent.
<i>Porbandar State Railway . .</i>	MR. B. LAWRENCE . .	Manager and Engineer-in-Chief.
<i>Rohilkund and Kumaon Railway</i>	MR. W. MILLER . .	Agent.
<i>South Indian Railway . .</i>	MR. P. ROTHERA, O.B.E. . .	Agent.
<i>Udaipur Chitorgarh Railway . .</i>	MR. H. P. BALL . .	General Traffic Manager, Bombay, Baroda and Central India Railway.

SECRETARY.

MR. C. V. BLISS, C.I.E.

OTHER OFFICERS ATTENDING.

<i>Assam Bengal Railway . .</i>	MR. C. H. O'NEILL BAKER . .	Traffic Manager.
<i>Bengal & North Western Railway</i>	MR. E. M. SLANE . .	Chief Auditor.
	MR. J. D. WESTWOOD . .	Traffic Manager.
<i>Bombay, Baroda and Central India Railway.</i>	MR. F. G. ARNOULD . .	Chief Engineer.
	MR. W. OWEN . .	Chief Auditor.
	MR. F. J. H. SIEVWRIGHT . .	Traffic Superintendent.
<i>Eastern Bengal Railway . .</i>	MR. G. S. BOCQUET, C.I.E. . .	Traffic Manager.
	MR. R. C. CASE . .	District Loco. Superintendent.
	MR. N. K. SEN . .	Deputy Chief Auditor.
<i>East Indian Railway . .</i>	MR. D. H. KEELAN . .	Chief Commercial Manager.
<i>Great Indian Peninsula Railway</i>	MR. A. PEEL GOLDNEY . .	Chief Traffic Manager.
	MR. R. A. O'CONNOR . .	Chief Auditor.
	MR. J. SCOTT . .	Deputy Agent.
	MR. J. A. TOWER . .	Deputy Agent.

OTHER OFFICERS ATTENDING—concl'd.

<i>H. E. H. the Nizam's</i>	Mr. G. PEDDIE . . .	<i>Traffic Manager.</i>
<i>State Railways.</i>	Mr. H. W. JAMIESON	<i>Chief Accountant and Auditor.</i>
<i>Jodhpur Railway . . .</i>	MAJOR G. F. EVANS, O.B.E.	<i>Deputy Manager (Traffic).</i>
	Mr. F. W. WILBY . . .	<i>Auditor.</i>
<i>Madras and Southern Mahratta</i>	Mr. G. CHARLTON . . .	<i>Secretary to the Agent.</i>
<i>Railway.</i>		
<i>North Western Railway . . .</i>	LT.-COL. C. S. M. C. WATSON,	<i>Chief Operating Superintendent.</i>
	D.S.O., O.B.E., R.E.	
	Mr. J. H. CHASE . . .	<i>Chief Commercial Manager.</i>
	Mr. T. SANKARA AIYAR . . .	<i>Deputy Chief Auditor.</i>
<i>South Indian Railway . . .</i>	Mr. A. W. AORES . . .	<i>Chief Commercial Superintendent.</i>
<i>Indian Railway Conference Asso-</i>	Mr. F. H. REAKS . . .	<i>Director of Wagon Inter-</i>
<i>ciation.</i>		<i>change.</i>

INDIAN RAILWAY CONFERENCE ASSOCIATION.

Scale of voting power to be exercised at the October 1927 Conference.

(Fundamental Rule 10).

Railways.	Mileage open and under construction on 31st March 1927.	Half No. of votes on mileage basis.	Actual freight ton mileage for financial year 1926-27.	Half No. of votes on freight ton-mileage basis.	Total No. of votes.
Assam Bengal	1,187	2½	231,807,625	3	6
Assam Railways and Trading Co. (The Dibru Sadiya Railway) ..	146	½	20,142,485	1	2
Baroda State	382	1	18,302,411	1	2
Barsi Light	203	½	10,855,845	1	2
Bengal and North Western	2,166	3½	548,970,233	4	8
Bengal Doonars	167	½	17,591,275	1	2
Bengal Nagpur	3,423	1½	2,624,098,634	6	10
Bengal Provincial	42	½	7,348,351	½	1
Bhavnagar State	290	1	24,377,695	1	2
Bikaner State	809	2	97,170,589	1½	4
Bombay, Baroda and Central India	3,991	1½	1,886,262,807	6	10
Bombay Port Trust	7	½	6,255,090	½	1
Burma	2,058	3½	692,853,085	4½	8
Calcutta Port Commissioners'	17	½	Not available	½	1
Darjeeling Himalayan	151	½	6,351,788	½	1
Dholpur Bari	74	½	3,814,368	½	1
Eastern Bengal	1,788	3	857,207,804	5	8
East Indian	4,164	4½	6,242,040,247	6	10
Gondal	190	½	18,079,680	1	2
Great Indian Peninsula	3,704	4½	2,896,367,119	6	10
Gwahar Light	254	1	6,020,896	½	2
H. E. H. the Nizam's Guaranteed State	1,111	2½	277,606,838	3½	6
Jamnagar and Dwarka	168	½	9,014,392	½	1
Jodhpur	904	2	116,845,449	2	4
Jorhat (Provincial)	33	½	291,543	½	1
Junagad State	156	½	11,760,080	1	2
Madras and Southern Mahratta	3,269	4½	1,314,270,439	5½	10
Madras Port Trust	4	½	2,285,311	½	1
Messrs. Kar & Co. (The J. J. Railway Syndicate)	37	½	364,432	½	1
Messrs. McLeod & Co. (The A. K., B. D. R., etc., Railways) ..	151	½	4,239,828	½	1
Messrs. Martin & Co. (The Howrah Amta, etc., Lt. Railways) ..	307	1	Not available	½	2
Messrs. Octavius Steel & Co. (The Dehri Rohtas Light Railway) ..	31	½	Not available	½	1
Morvi	103	1	12,894,434	1	2
Mysore	435	1	25,271,050	1	2
North Western	6,731	4½	2,977,287,031	6	10
Porbandar State	42	½	4,058,843	½	1
Rohilkund and Kumaon	571	1½	101,215,789	2	4
South Indian	2,285	3½	505,623,662	4	8
Udaipur Chitorgarh	68	½	2,707,471	½	1
TOTAL .. .. .	..	..	..	..	151

PROCEEDINGS OF THURSDAY, 6TH OCTOBER 1927.

The President opened the Conference at 12-00 noon with the following address :—

GENTLEMEN,

The honour and privilege I have of addressing you as your President to-day, was altogether unexpected, and I feel that in accepting your invitation to take the place of Sir Ernest Jackson, who as you know was compelled by ill-health to resign the Presidentship of the Indian Railway Conference Association, I am inflicting upon you something of a disappointment.

2. None the less, Gentlemen, I am deeply conscious of the honour you have conferred upon me, and I trust that, in spite of this "change of horses in mid-stream," with your help and goodwill, our discussions, deliberations and decisions, will prove as productive of progress as in former years.

3. It is our privilege to-day to welcome for the first time, at this annual Conference, Sir George Rainy, the Honourable Member for Commerce. It is, I believe, the first opportunity he has had of meeting so large an assembly of senior officers, representative of practically the whole of the Indian Railways, of an approximate mileage of 54,000. I trust, as he becomes better acquainted with us, we shall not only gain his confidence, but prove worthy of the goodwill and sympathy I believe he already has, for the whole staff of the railways in India.

4. We also welcome, not for the first time, and I hope not for the last, Sir Clement Hindley, our Chief Commissioner. Sir Ansten Hadow and Mr. B. M. Crosthwaite Members of the Railway Board, and Mr. J. M. Hartley, the Accountant General Railways, and also the Directors of the various departments of the Railway Board.

5. As is usual on these occasions, we miss old friends, and to-day we miss Sir Charles Innes, who has been our Member for some years. Many of us present have personally experienced his kindness and sympathy, and the dignified and impressive addresses he has in past years favoured the Association with, will not be forgotten. It is a matter of great satisfaction to us all, that Sir Charles has not completely severed his connection with India, and in his new appointment as Governor of Burma, we offer him our most sincere and hearty congratulations, and our best wishes for a very successful tenure of office, in his new sphere of activity.

6. Since the last Conference, the Agents of three important Railways have left India: Sir Robert McLean, Colonel W. Izat, and Mr. L. Greenham, and their retirement means a loss, not only to those Railways of which they held charge, but also to this Association, and to the whole of the railway world in India. We welcome their successors in office, and offer them our hearty congratulations.

7. Mr. V. H. Boalch, Chief Commercial Manager of the North Western Railway, who has in previous years rendered exceptional service as a member of the Traffic Committee, and on which he has served almost continuously since 1913, has also retired during the year. His long experience and extensive knowledge of traffic work have been invaluable, and his vacancy will be hard to fill.

8. It is with much regret that I have to refer to the death of Mr. G. Deuchars, who before his appointment to the Directorate of the Madras and Southern Mahratta Railway Company in 1926, filled the post of Government Director at the India Office. His death which took place on 7th April 1927, severs the link of one who was for 33 years connected with Railways in India. Many who are present here to-day will remember him when he held the post of Government Inspector, and we all deplore his loss.

9. We are again indebted to the President of the Legislative Assembly for the use of these rooms, which have been placed at our disposal for the annual Conference. On behalf of the Association, I wish to express to the Hon'ble Mr. V. J. Patel, our grateful thanks for his kindness in again extending to us this facility.

10. At previous Sessions of this Conference which I have had the privilege of attending, some Presidents, more especially those of the earlier years, confined their remarks almost exclusively to the subjects of the Agenda. While we have on the Agenda of this Session, subjects of great importance and interest to all Railwaymen, the working and management of Indian Railways has, during the last few years, become of such interest to the general public, that I propose to touch briefly on one

or two subjects which I trust will not only interest railway experts, but also the Indian public generally.

11. Perhaps the most difficult subject we are called upon to deal with during this session, is the examination of the Advisory Committee's report on the application of the Washington and Geneva Conventions to Indian railways. The report of this Committee has already been circulated to all railways, parties to the Association, with a view to a survey being made of the financial commitments entailed by their recommendations, and also to examine the extent to which the recommendations, if accepted, would affect the staff.

12. In regard to the Washington Convention, which deals with the limitation of hours for working: In Article 10 of the draft Convention adopted by the International Labour Conference at Washington in 1919, it was provided that the principle of a 60-hour week should be adopted for all workers in British India employed in the industries at present covered by the Factory Act, and in such branches of railway work as shall be specified for this purpose by the competent authority.

13. In May 1920, it was intimated that the Government of India were prepared to accept the draft Convention, and in due course the Railway Board, after collecting information from all railways, apparently assumed the powers of the competent authority, and in September 1921, and July 1922, issued general instructions to Railway Administrations, specifying the classes of railway staff to be brought within the terms of the draft Convention, and those to be excluded, and later amplified and defined these orders. As the Convention has been accepted and ratified by the Government of India, there is an obligation on all railways directly controlled by the State, to apply it to their employees. The Railway Board have authority to issue instructions in the case of such railways, but in respect of Company-worked Railways, the Government have no powers until legislation is introduced. The action taken by Railway Administrations shews there is no uniformity in the matter, and the reference, therefore, of the Railway Board to this Association, and with which we are to deal, is one seeking the advice of the Association in regard to questions arising out of the adoption and ratification of this Convention, and to obtain the considered views of the Association as to the practical method of its uniform application to railway staff, and the classes of employees which should be brought within it.

14. The Railway Board, on the ratification of the Geneva Convention, which deals with the weekly day of rest, in May 1923, asked Agents to submit detailed proposals for giving effect to its provisions, and also an estimate of the additional cost involved. The subject was discussed at a meeting between the Railway Board and Agents in October 1925, and the conclusion formed by the Railway Board was, that the matter required further consideration, in the form of a detailed examination of the actual work done by various classes of staff. At this stage, the matter was referred by the Railway Board to this Association, with the object of obtaining their considered views as to its practical application to railway employees. As in the case of the Washington Convention, it would be open to the Government of India at any time to introduce legislation to secure all round compliance with the Geneva Convention, but the Railway Board hope that a careful examination of the whole subject will enable them to satisfy the Government of India that the Convention is being observed, and that the list of unavoidable exemptions is as small as possible.

15. With respect to the application of the Conventions to railways in India, it would appear that so far as the Washington Convention is concerned, the adoption of the rule regarding the 60-hour week, has something to commend it. On the other hand, when considering the Geneva Convention, which deals with the weekly day of rest, it should be remembered that in India we have an abnormal number of Gazetted holidays, amounting in the Madras Presidency, to no less than 25 days per annum, as compared with the few public holidays in Western countries. This important factor seems to me to have been, in the main, overlooked; otherwise, I am of opinion that it would have influenced the provisions of the Convention to a large extent. It is too late to "kick against the pricks," and the policy of this Association should therefore be to put forward to the Railway Board such proposals

as may give effect to the Conventions, with due regard to the various conditions and interests concerned.

16. A rigid adoption of these Conventions to Indian Railways would entail an additional revenue commitment, and while all of us here engaged in the administration of railways are, I am sure, greatly desirous of a happy and contented staff, yet I do not think railway employees are, even at the present time, at a disadvantage so far as hours of labour, rates of pay, and special benefits are concerned. It seems to me that the expenditure involved in giving effect to these Conventions, more especially in the case of the Geneva Convention, might be, to a great extent, more profitably employed for the benefit of the Indian public generally.

17. The Association will, however, no doubt recognize the desirability of assisting the Railway Board and the Government of India in this matter, and it is hoped that during this session the valuable work of the two special Committees who have already reported on the application of both Conventions, will be completed, and our considered opinion placed before the Railway Board.

18. This acceptance and ratification of the Provisions of the Geneva and Washington Conventions by the Government of India is an indication that Indian railway affairs can no longer be considered from a Provincial view only, and in order to keep abreast of the times, this Association will in future be called upon to give more attention than in past years to problems of international importance as affecting Indian Railways.

19. Sir C. P. Ramaswamy Iyer at the Third International Conference on Transport, held at Geneva on 25th August this year, delivered an address on the special transport problems confronting India at the present time, and stated "India is therefore deeply interested in collaborating with her sister-nations in unifying transport procedure", and there is no doubt this Association is in a position to forward this policy, and it should, in the interests of all Indian Railways, keep in close touch with such International Problems.

20. *Passengers without tickets.*—This is a subject, the solution of which is one of the most difficult that Railway Companies have to face.

21. From the figures printed in the Agenda of this session of the Conference, it will be seen that, during the year ended 30th June 1927, Indian Railways detected nearly twenty-one lakhs of people travelling without tickets.

22. During the past few months, an extensive campaign has been carried out by railways, as a result of the action recommended by this Association. The number of people detected travelling without tickets this year is even greater than in previous years, and from this it would appear, that the number of passengers travelling without tickets but undetected, is correspondingly lower.

23. As is well known, various measures have been tried by railways to curb this abuse, and it may be claimed that some success has attended the measures tried, but there is little doubt that this practice is still so prevalent in India, that it must have a serious adverse effect on railway revenues.

24. The public do not realize that this heavy loss of revenue must affect all such questions as the reduction of fares, and improved facilities for passengers generally. If those numerous Societies now operating throughout India, whose object is to bring to the notice of railway administrations the hardships, often to a large extent imaginary, which passengers are alleged to be called upon to endure, would use their influence in checking this unauthorized travel, by helping the railway administrations to prevent or detect such persons, they would be doing a far greater service to the members of their societies, and to the public generally, than they are doing at present.

25. It may be asked why Passenger Societies and the public generally should be asked to help railways in putting a stop to this practice of passengers travelling without tickets. The answer is easy:—If railways obtained the authorized fares from all persons travelling as passengers on railways, without the expensive measures now essential to curb this pernicious practice, they would have more money available for providing additional facilities and improvements, for the benefit of the general public.

26. If every honest passenger would realize that every dishonest passenger is depriving him of comforts and facilities, and at the same time adversely affecting the price which he has to pay for his ticket, the attitude of apathy now so noticeable among railway travellers would, I believe, soon disappear, and assistance in overcoming this dishonest practice would be willingly given by all those interested in obtaining the cheapest and most comfortable travelling possible.

27. *Railway Local Advisory Committees.*—I should like to say a few words in regard to Railway Local Advisory Committees. Since their establishment, I think it can be fairly claimed, that experience up to the present time shews the work of these Committees has been in some measure helpful both to the public and railway administrations. The Committees have to some extent assisted in organizing and educating public opinion on matters connected with railways, and have provided a ready channel through which subjects of railway interest could be placed before administrations. These Committees have also relieved the Central Legislature of a large number of questions and resolutions of local interest. Such matters as the vexed question of facilities to 3rd class passengers, have been discussed and opinions ventilated, and there is no doubt this has led to a fuller understanding of the causes of the evils complained of, and the measures adopted by railway administrations to combat them. A variety of other subjects have been discussed, and in many cases the advice of the Committee has been accepted and applied with satisfactory results. It has been suggested that the limitation of the classes of subjects discussed at Committee meetings has imposed a restriction on the usefulness of the Committee, and at the same time it has been urged that the scope and functions of Local Advisory Committees could with advantage be extended beyond that of a purely Advisory body, and that they be given mandatory powers. My experience is that this limitation has assisted and facilitated the work of the Committee in their sphere as an Advisory body, and for which object they were originally constituted.

28. The Committee which serves the territory traversed by the Madras and Southern Mahratta Railway system has not expressed any such desire, nor have the members attempted to interfere with, or influence, the larger technical subjects, which form the major portion of the work of a railway administration. On the other hand, where it has been explained to them that their recommendations adversely affect train connections at junctions, or entail unwarranted expenditure and technical considerations, my Committee have invariably taken a sensible view of such factors, and have modified their proposals accordingly.

29. Had many of those who advocate mandatory powers for Railway Advisory Committees any experience of the work done by these Committees, they would realise that the grant of such powers, if exercised, could only result in mismanagement and even chaos.

30. *Indianization of railways.*—Another subject of general interest and of far reaching effect, is that of the Indianization of railways. It is a subject which is causing to many of us engaged in railway administration, considerable anxiety.

31. When under the terms of the Lee Commission, 75% of recruitment to the superior staff of railways was to be from Indians (including statutory Indians), many of us felt that to give effect to those terms, and at the same time maintain efficiency of working, would be a difficult task, but having accepted the terms, I believe every administration has done its utmost to honour them by the recruitment of suitable Indian gentlemen.

32. I know of instances where European officers have not only taken a personal interest in the Indian candidates serving under them to learn their profession, but more than one case has come to my notice, where those European officers, have, in their spare time, taken the training of such Indian officers in hand, and done their very best to teach them their work.

33. The response from Indian officers during the initial period of their training has in some cases left little to be desired, but too many cases have occurred where Indian officers, after their confirmation on the permanent cadre, have been far too prone to consider themselves fully qualified, to have nothing more to learn, and to believe they have secured a soft job for the rest of their service.

34. We railwaymen here present, who only after long years of hard work, often carried out under conditions of considerable hardship, have arrived at the positions we hold, know that a railway man's work never ends; he must be constantly endeavouring to discover better and more up-to-date methods of conducting his responsibilities and improving his methods of working, and the working of his staff.

35. Indians must realise that there is no royal road to the post of an Agent of a railway, or a membership of the Railway Board; it is only by many years of hard work and constant effort that the qualifications essential to such appointments can be acquired, and what is likely to affect them in the near future, is, that they will find that those officers whom it is intended they shall eventually supplant, will not, unless they respond in a greater measure, take the personal interest in their work and training which they do at present.

36. Recruits, and their parents and guardians, will be well-advised to bear in mind, that European railway officers have only on rare occasions spare time in which to teach the Indian officers training under their supervision, and such tuition is not part of their recognized duties, and it will be readily realised that if a senior officer finds his time spent in teaching is not taken full advantage of, he will very soon come to the opinion that he can occupy his leisure hours at greater advantage to himself than continue a disheartening effort for the advantage of young Indian officers.

37. *The Railway Board.*—The Railway Board was, I believe, first constituted in 1905, as a result of the recommendations of the Robertson Committee, and in 1922, Sir Charles Innes, at the Association's Conference of that year, announced a change in the existing constitution of the Railway Board, comprising the post of Chief Commissioner, and the appointment thereto of Mr., now Sir Clement, Hindley.

38. I think, Gentlemen, there can be no gathering of a similar number of men anywhere, to those of us in this room at present, who have had such intimate experience of the policy and work of the Railway Board since it was reconstituted, for the simple reason that we are the men who have been called upon to carry out the policy of the Railway Board, and therefore know full well the immense amount of work which has been done during the past five years.

39. To our great disappointment and regret, there has of late been a tendency in the press and elsewhere, to belittle the improvements in transportation of all descriptions, that have formed the policy of Sir Clement Hindley and the Railway Board, and in the Legislative Assembly, when Sir Clement Hindley introduced the Railway Budget for this financial year, an attack was made against him in the matter of certain so-called "surplus wagons".

40. Now to my mind, the use of the word "surplus" as applied to the wagons, was a misnomer, and a very unfortunate one, as, if the wagons had been referred to as "spare" or "reserve", the question as to their being in excess of requirements would in all probability not have arisen, and if, as we hope, this coming season sees bumper crops, and a general extension of trade, far from there being "surplus wagons," I anticipate we shall be as glad to have them as those merchants who at that time of the year are all calling for wagons at the same time.

41. If Sir Clement Hindley and the Railway Board had been content to tackle the question of shortage of wagons, and then gone on to the acceleration of repairs to those wagons, and later taken up the matter of marshalling yards, more powerful engines, and in succession, all those improvements which have contributed to the great efficiency of transport generally, they would have been able from time to time to have reviewed their requirements of rolling stock, locomotives, etc., as the situation improved; but realizing that the matter was urgent, all these improvements were initiated at the same time, and the result has been beyond expectations. The only fault of Sir Clement Hindley and the Railway Board, is, that they have been too successful, and we can only hope they will continue to fail in the same manner in future years.

42. I am not going to ask you to sing that hymn "Now the labourer's task is o'er" as I know Sir Clement Hindley hates that tune, but I express the opinion that it is doubtful if the immense improvements in transportation and its methods which have been effected in India during the past five years will ever be equalled, and it is still more doubtful if they will be surpassed.

43. At the time the Great Indian Peninsula and East Indian Railways were taken over by the State, those of us representing Company-worked railways were under some apprehension that the increased mileage and earnings of State railways would correspondingly increase their influence at our Conferences, resulting in their comparatively more favourable treatment by the Railway Board. Such has not been my experience, nor has it, I understand, been the experience of the Agent of any Company-worked line; on the contrary, I venture the opinion that Company-worked lines have, if anything, received greater consideration and sympathy.

44. This has been particularly marked at the meetings of Agents during the discussions connected with budgets quinquennial programmes and kindred subjects. It is a policy which we greatly appreciate, and acknowledge as a help to us, in our sometimes difficult task of reconciling the interests of the partners concerned in the railways we represent.

45. And now Gentlemen, in conclusion, I feel it is due to Sir Ernest Jackson, to make a confession to you.

You, in your boyhood's happy hours, must have read the old biblical tale of the prophets Elijah and Elisha, and how the mantle dropped from one to the other. Here, let me hasten to say, that while I am not certain who dropped and who picked up the mantle, I seem to be cast for the part of that prophet concerning whom the boys made rude remarks. Now if for "mantle" you substitute the words, "this address" my confession is that Sir Ernest Jackson, before leaving India, sent me the address which he had hoped to present to you on this occasion, and I have, so to speak, picked the pockets of his mantle by using some of the subject matter of that address.

If there be any helpful suggestion in this address, which I now conclude, you will please give the credit to Sir Ernest Jackson, and the best I can hope for myself, is that instead of imitating the bad boys, you will all help the Chair by giving me your support and sympathy, so that this Session of the Indian Railway Conference Association will compare favourably with its predecessors, in the business we put through, and the wisdom of our decisions.

The Hon'ble Sir George Rainy, Member for Commerce, then addressed the meeting as follows :—

MR. BIGGS AND GENTLEMEN,

It is with very real pleasure that on behalf of the Government of India I welcome all of you to Simla on the occasion of your annual meeting. Those of us who have to spend seven months of the year in the seclusion of a hill station always feel better when a fresh breeze blows from the plains and brings us into contact with those who are daily face to face with the immediate problems of administration and are carrying on the actual work of the Empire. If this meeting results in the removal of a certain number of cobwebs from Simla brains it will not have been held in vain.

2. It is with some diffidence, gentlemen, that I have come to this meeting to address you, for my experience of the actual administration of railway affairs has been very short, and a claim that my words deserve your attention may seem presumptuous. This feeling of diffidence is deepened when I remember the weighty admonitions which Sir Charles Innes has addressed you on these occasions in previous years. Sir Charles is a difficult man to follow and the last thing I desire is to say anything which might necessitate a comparison that could not be to my advantage. In one point only I would claim that I stand on the same level as Sir Charles, for in railway matters my interest is not less keen, my sympathy is not less deep and my desire to do justice to the responsibilities of a great office is not less intense than was his. You have expressed the hope, Mr. Biggs, that when we are all better acquainted, the railway officers of India will gain my confidence. May I say at once that they have that already in full measure. It is on that basis that we start, and on my side I know that I have your good will and sympathy and can count on the hearty co-operation of one and all. It remains for me to show that I deserve that sympathy and good will and, I hope, ultimately, your confidence.

in any gathering of railway officers, I will do it for my own satisfaction—Sir Clement Hindley. It is not, however, on the personal aspect of the matter on which I wish to dwell at the moment. I believe that the new spirit which has been infused into the railway administration is in a large measure due to the very difficulties which we have had to encounter. We have all of us been compelled, as the result of the disorganisation created by the war and the new idea underlying the scheme of political reform, to abandon some of our most cherished prejudices and to approach our problems from a new angle. The difficulties have been so great that we have all of us been compelled to recognise that, unless we put aside our differences and worked together as a team, it would be impossible for us to succeed. If I may use the immortal words attributed to Lord Melbourne—we have had to recognise that if we did not hang together, we might all hang separately.

7. Now, if that be so, I think that I am justified, and that you also will be justified in looking forward to the next five years in a spirit of confidence and hope. We shall have plenty of difficulties, but I am very sure, however great these may be, they cannot possibly be greater than the difficulties with which Sir Charles James and Sir Clement Hindley have successfully grappled during the past five years. I who had no part in it, addressing those who participated in the successful struggle, can speak freely of what was done. I entirely agree with what your President has said that it is most unlikely that in any succeeding period of five years our progress towards reform will again be so rapid. But if we cannot hope to surpass, and though it may be difficult for us to equal in our time, the achievements of the past, let us at any rate approach our difficulties and our problems with the intention of getting as near to that standard as we possibly can. It may be, as Tennyson says, that the gulfs will wash us down, but I believe we shall tackle our difficulties with greater prospect of success if we regard that event as a remote and unlikely contingency. After all, in every branch of the administration to-day, in this new chapter of Indian history which opened seven or eight years ago, we are attempting what may turn out to be the biggest adventure in the whole history of the connection between England and India. If we have to pass through moments of great anxiety, if we have to tackle problems presented to us by the new conditions with the feeling that we had much rather we had been left alone and allowed to carry on in the old ways, at any rate let us remember that the greater the difficulty the greater is the honour of successfully meeting it and carrying on the great traditions of an old administration into a new world.

8. It is from this point of view that I should like to refer to a few points which you have dealt with in your address. One of them is the question of the Indianisation of the superior staff. I fully recognise the kind of strain which must be imposed on the Railway Administrations, when not less than 75 per cent. of their recruitment has to be carried on in a new field, and undoubtedly things would have been a good deal easier if an earlier start had been made in the Indianisation of the superior services of the railways. I recognise also, as you have pointed out, the particular strain imposed upon the officers who voluntarily undertake—because that is what it comes to—the training of the newly recruited Indians. I say ‘voluntarily undertake’ because although in theory the duty of training junior officers always falls upon senior officers, yet from my own experience in another line I know perfectly well how extraordinarily difficult it is to find time to give anything like an intensive training to a junior officer. When I was an Assistant Collector I do not remember that during the first year of my service I received any training from anyone except what I gave myself, and the process of learning from one’s own mistakes is apt to be expensive to the public. But what I should like to say about it is this. I am quite sure that, however discouraging the results may sometimes appear the great majority of railway officers will persevere in endeavouring as far as they possibly can to assist the Indian recruit to learn his work and fit himself for responsible duties. It will not do to be disappointed too soon. After all, when a new field of recruitment is opened up, you cannot expect that the first crop will be a bumper one. I am quite sure of this, moreover, that no officer will in the end regret any time and pains spent in training the new Indian officers, or feel that his work was thrown away. What we have to do is to pass on the great traditions to those who are coming after us, and to see to it that when the torch passes from hand to hand its light is not unduly dimmed in passing.

9. Another and even more important matter to which you have referred, Mr. President, is the labour question, and particularly the Washington and Geneva Conventions. With regard to these Conventions themselves, I do not wish to say very much. Our position is simply this. We have ratified these Conventions, and we are bound to honour the obligations we have undertaken. I know there are difficulties. They are indeed obvious, especially those connected with the weekly rest day in a country where, owing to the variety of the religions observed, the number of holidays is very great, but I do not think these difficulties are insoluble, and I believe that their solution is coming very near. As the result of the careful work which has been done by the Committee of your Association, gentlemen, I have every hope that before long we shall be in a position to state quite clearly what we have been able to do and how the matter stands. It is possible, of course, that the changes may entail some increase in expenditure, but I do not think we need be unduly apprehensive about that for I believe it is possible to find a solution which will bring the extra expenditure involved within perfectly manageable limits.

10. As regards labour questions generally, a little more may perhaps be said. This is one of the new difficulties and problems with which our predecessors were not troubled to the same extent, and it is an international problem, because every country in the world is facing the same kind of difficulties to-day. Therefore, it is a case in which it will not do to close our eyes and refuse to look at the new situation which has come into existence. We have to face it and deal with it, and we have to remember that it is one of the matters in which India, like all other countries will more and more be summoned to stand at the bar of international public opinion, and that the criticisms we may have to expect will be by no means confined to India itself. I have sometimes asked myself what is the underlying idea, what is the real justification for the general feeling, wide spread throughout the world, that more attention must be paid in future to the interests of labour? In substance it is perhaps this, that the benefit of all progress and improvements should accrue to the people as a whole, and not to any one section. The very deep impression produced during the war, when every class and rank in the nation were united in a common effort had much to do with creating this feeling. One result is that we have to look at labour questions from a point of view which is different from the one to which we were accustomed formerly, and this fact creates very difficult and important problems for railway administrations. Here we have this great railway organization which has been devised for the cheapest possible transport of both passengers and goods. That is the declared object of any railway administration and in India particularly where the great mass of people are poor, it is clear that anything which increases railway expenditure is ultimately a burden upon the poorest. On the other hand, it is equally clear that there is another side to the question which has an equal right to our attention, namely that labour also has certain claims and that everything possible ought to be done for the welfare of the railway workmen.

11. I have said something on this point, not because I feel that you require any admonition from me on the subject--I know perfectly well that in railway circles, as in others, opinion has been developed and is advancing on these lines. The reason why I have referred to it to-day is this, that I think we must look forward during the next five years to increasing difficulties in these matters, and what I am anxious about is this that the emergencies that arise should find us ready for them when they come. The danger is that they may take one by surprise, and that measures may have to be improvised before they have been fully thought out. I regard it as of first class importance that these matters should be fully considered and that our railway organization should provide means by which that can effectively be done.

12. I am not very well acquainted. I am ashamed to say--with the exact details of the organization of this Association. But generally I gather it exists for the study of all railway problems, that so to speak there is nothing directly connected with the work of the railways which you regard as outside your sphere. I should like you to consider during the coming year whether it might not be worth while to establish a committee of your body to consider labour questions generally and the manner in which they ought to be approached. I am certain of this, that

anything you can do in this way will be of great value to the Railway Board and to the Government of India. You have done good work in the past—I know how deeply it has been appreciated during the last five years by the Railway Board—and we should like to have your help in a new set of problems. My suggestion is that you might consider the matter and perhaps come to some conclusion on the subject at your next annual meeting. There may be difficulties with which I am not acquainted and therefore I do not put it higher than this. If it is finally decided that something of the kind might be done, the result I believe will be that we shall receive valuable assistance in dealing with a new set of problems which, as I have already pointed out, require to be thought out in advance.

13. Before I sit down, Mr. Biggs, I should like to say one word about the Railway Conference Association. It has been a very great pleasure to come here to-day and have an opportunity of addressing you. I am also quite certain that the Conference Association fills a great place in the railway organization, and that we should be very much worse off without it. I have suggested that possibly you might take up the consideration of labour questions, but this is really an illustration of something bigger. I believe the importance of the Railway Conference Association will depend in the future very much on the extent to which it devotes itself to studying the larger problems of railway administration. It will not do, I am sure, to pay too much attention to the details and technicalities of railway work. The Association can do valuable work in that sphere undoubtedly, but the larger problems should also receive their due share of attention. I thank you, gentlemen, for hearing me so patiently.

Sir Clement Hindley, Chief Commissioner of Railways, then made the following speech:—

SIR GEORGE RAINY, MR. BIGGS, AND GENTLEMEN,

I have to thank you, Sir, for giving me the opportunity of meeting you to-day, an opportunity which I very highly value. After the very weighty address which you have delivered and the extraordinarily valuable address which Sir George Rainy has given us, I must say I feel some diffidence in rising and speaking to you now. I want, first of all, however, to congratulate Mr. Biggs on his really remarkable address, a very valuable contribution to some of our most difficult problems. I think, from my recollection of these meetings, Mr. Biggs has really struck a new note altogether in his address to-day. My recollection of the past addresses of Presidents has been that they were either full of a certain amount of what I might call cock-crowing or much involved with serious and deep technical problems. Mr. Biggs, I think, has brought some of our big problems into a clearer atmosphere to-day and in consonance with his personality, which we all know so well, he has put an obviously human aspect to these things which are often inclined to be matters of paper and study in office.

2. As regards the mantle which Mr. Biggs referred to, it has undergone many changes. The same mantle falls from President to President but it has, as I say, undergone many changes, both in fabric, in design and in workmanship. Year by year different pieces of stuff were added to different parts of the mantle, and of course the poor old mantle attempted to follow modern fashions but I am inclined to think that by this time there is very little of the original mantle left. It is in fact like some of our archaic locomotives which have been constantly repaired piecemeal until it is difficult to identify any part of the original workmanship. But I do think, that Mr. Biggs has, with his deft fingers, brought some new tailoring into this mantle and it wears a more modern aspect. In fact, it might be compared with the extremely accurate methods of dress adopted by your President and the up-to-date way in which he goes in for the latest fashions.

3. Now, gentlemen, I have had to submit this morning to a great deal of entirely undeserved compliments but I do wish to thank your President and Sir George Rainy for the extremely kind things that have been said about me and the Railway Board. When I listened to Mr. Biggs' speech and his remarks about the Railway Board, I felt that he was putting us into a position where in our imagination we should often like to be, where we sometimes think we are, that is the position of the

commander of a fleet of very modern and up-to-date warships,—sitting in a conning tower and having at our disposal, perhaps, without rising from our seats even, every possible modern invention to bring us into touch with what is happening to the fleet and to the enemy and with every possible means at our disposal for carrying out our orders and giving effect to them, controlling our guns, controlling the steering of the ships and the manœuvres of the whole of the fleet. That is the position. I say, in which we sometimes in our flights of imagination may imagine ourselves to be. We see on a plan before us exactly what our fleet is doing, exactly what our opponents are doing, and we are able, by pressing certain buttons and by speaking down certain telephones, to produce the desired manœuvres which will checkmate the enemy. Now, actually in practice our position is very different from that. I have often felt myself, and I expect my colleagues have felt the same, that we are much more in the position of surf-riders. You have seen—those of you who have been on the coast of India—surf-riding. You have seen a man on a little narrow plank holding on for dear life, riding on the crest of a great wave, and exercising every ounce of his physical energy and his intelligence in order to keep in advance of the approaching crash and to get on to dry land before that crash involves him in disaster. That, gentlemen, is the true picture of what I and the Railway Board sometimes feel. I am no believer in the idea, which has inspired some of the remarks to-day, that this great revolution which has taken place in the last five years is the work of one man or any one body of men. I have felt from the beginning that we were being lifted up by a great wave of constructive work, of physical energy and mental energy, and constructive imagination. We have done our best to keep just ahead of it, if we could, and, as I say, spending every ounce of our physical and mental energy in keeping our little plank straight and directed towards the shore we are trying to reach. If I may change the metaphor for a moment, another simile sometimes comes into my mind when we think of ourselves as a group of officers leading a cavalry charge, cavalry armed with lances and very long ones—and, as we go pelting forward with the thundering hooves behind us, we feel in imagination the pricks of those lances behind and we are not quite sure whether they or the lances of the enemy in front are going to be worse. We have a slender hope that we may be able to ride through the enemy and very many apprehensions that we may suffer death in victory. However, these, gentlemen, are flights of imagination which perhaps have come into my brain after the somewhat exuberant experiences of last evening.

4. I want to say just a few words, if it is not too late, about the work of the Indian Railway Conference Association. I do congratulate the Association on the work which it has put in during the past year. I have done, I am afraid, a thing which might be called prying, because while I was sitting here, my eye fell on the programme of work which has been printed and laid on my place here, work in which I am rather thankful to think I am not going to participate. But I am interested to see that a great part of your Agenda consists in dealing with reports of committees which have been appointed under the new scheme which you adopted last year. That, I am quite certain, means that your work at the annual conference itself will be very much facilitated and will enable you to get through the essential work of the conference in a shorter time than before. I hear rumours that you are going to get finished in a very short time, a remarkably short time, I think, but it has this advantage, when you get through the formal portion of your programme expeditiously that it gives you much more time for other methods of personal discussion and for intercourse among yourselves. Amongst the work of the Association which has come specially to my notice during the last year, I should like to mention the work of the engineering section which I think shapes in an extraordinarily promising manner. The work of the mechanical section I have not actually seen but I believe I am right in saying that equally good work is being done there. We have recently made a suggestion to you that you should consider the advisability of having an electrical section. I believe you have got that before you. Sir George Rainy has made a most valuable suggestion to-day that you should have some part of your organisation which should deal with labour matters on the same lines on which the other sections have been organised. I need hardly say that the Railway Board would be very glad indeed if something of that kind could be done because, as you know, there are many questions on which we want advice and very often early advice. In connection with one

reference which we have made to you, it has occurred to me that on some occasions joint sessions of these sections of yours might be advisable. The particular subject I was thinking of was that of the pooling of locomotives. It is a subject which primarily concerns perhaps the mechanical section but if you had a transportation section and if the two sections could sit together or if you had a joint committee from these two sections, the subject would be to my mind very fully explored. I hope, gentlemen, you won't think that in taking this close interest in your work I am intruding in any way on what are your own affairs. It is only because as I have emphasised before, the Railway Board are in need of your advice in these things and they feel sure that they can be considered to great advantage by your body. On that subject—if I may go a little further—there is possibly a tendency, now that you have reorganised your body, to consider questions of interchange of traffic as somewhat apart from the other side of your work, the work in which you are exploring large railway problems. But let me give one hint in that direction. Your consideration of subjects connected with interchange of traffic, which is an extraordinarily complex subject, may possibly in the form in which it has traditionally taken with you, exclude the broader fundamental aspects of the question of interchange. The one particular aspect of it to which I want to draw your attention is that you ought to try and simplify the means of interchange both for goods and for passengers. If you could always try and look at the problem from the point of view of the man who wants to take the journey or the person who wants to despatch the goods, I think you would bring a little life into the consideration of these questions of interchange which otherwise may largely become what might be called the dead bones of codes and rules and regulations.

5. There is a subject now, apart from those which are before your conference specifically, which I wish to refer to because I may not have another opportunity of doing so, and that is the very important question of road development. You have perhaps heard that this large question is being taken up by the Government of India. There has been recently a conference of provincial representatives to consider the matter and I want to let you know that that subject is going to be very actively pursued, probably by means of a committee which will shortly be appointed by Government to investigate the matter in various parts of the country. I hope that it will be possible for the agents of railways and for some of their officers to give evidence before that committee during the coming cold weather. I have asked that agents should be invited to give evidence and I want you to remember one or two things in connection with that. We as railway people might *prima facie* be considered to be opposed to the large development of road motor transport. I do think that we ought to have a uniform policy in regard to that because this movement for road development, as I have mentioned to some of you before, is going to be a very live and very important thing and our only hope of helping our own business and that of the country generally is in formulating a policy which will chime in with the policy of road development. I would ask you to very seriously consider what evidence you are going to give to that committee and what your attitude is to be. Broadly speaking, we ought to be in favour of encouraging every possible form of transportation in the country because, although at certain places and in certain parts of the country, it may come into competition with us, yet looking at it broadly, the improved methods of transportation that may be evolved will assist us ultimately in obtaining more traffic and more business. It will help us to work more effectively for the development of the country.

6. I want to mention one other subject which I think is of great importance and that is the great attention which is now being paid to publicity work. On that there are two points immediately before me and one is the publication yesterday of the first number of our State Railway Magazine. Those of you who have seen it can join with me in congratulating Mr. Tylden Pattenson on his excellent effort. I hope it will be realised that in starting a State Railway Publicity Bureau in Bombay, a central office, the Railway Board have no wish in any way to cut across or to interfere with what other railways are doing. We felt that there was a movement going on in all the railways which wanted focussing and help by means of a central organisation. We have started this office primarily for the State-managed railways. I want to say that, if any Companies railways wish to co-operate with us in that effort, we shall be perfectly ready to assist in any way we can and in fact we have the

outlines of a scheme by which Companies railways might come into the central publicity movement without surrendering any of their inherent rights of control over their own work. Any of you wishing to explore that scheme might consult Mr. Tylden Pattenson, who is up here now.

7. A matter of importance which is related to some extent to a subject which both Sir George Rainy and Mr. Biggs have mentioned to-day,—the question of training new officers. I have mentioned this subject to you before many times but I want to tell you that we have now got one step further in the design of our scheme for training new officers. We have just obtained sanction for the construction of the new Railway Staff College at Dehra Dun and that sanction had not been given many hours before work actually started on the site. I do think, gentlemen, that this is a very important development. My ambition in regard to the Dehra Dun Staff College is that it should eventually be somewhat parallel to the great military Staff Colleges at Quetta and Camberley. Those old established institutions have great traditions. We have there something to imitate and I am fully confident that in course of time we shall be able to put up as great traditions as they have.

8. I have only one more remark to add and that is in regard to the outlook generally,—I mean from the financial point of view and the prosperity of the railways. I do not think we have any cause to worry at the moment about the financial outlook on most of our railways. But I want to say that, after these five years of strenuous improvement and increasing economies in every direction, we still have a great deal to do before we can consider that our financial position is really sound. It is perfectly true that during the last five years we have made sufficient revenue, taking the railways as a whole, to pay all our outgoings, all our interests and all our dues, to the Central Government. But we are not yet on a very firm basis as regards our reserves, and it is necessary still to exercise the very greatest care and economy in working and above all things, a matter which I have impressed on you before, it is necessary to continue to go out and seek traffic and encourage traffic of every possible kind. I am afraid those remarks do not entirely chime in with some of the things we have heard to-day but I wanted to take an opportunity to bring things back to realities to some extent in that we must not think that because we have made certain improvements and that because we are working more efficiently than before, that we have done our work and we can sit down and let things go. There is even more need now for economy than there has been at any time before.

9. And now I should like again to thank you all for the very kind reception you have given me and the Railway Board to-day and to thank your President for his extraordinarily valuable address and further to thank him and you again for the permission which has been given to me to speak to you to-day. I wish the Conference all success during the ensuing week.

Mr. Biggs.—Gentlemen, I am confident that I am voicing the sentiments of all present here in expressing our grateful thanks to Sir George Rainy and to Sir Clement Hindley for their most helpful and interesting addresses.

The Conference then adjourned till 2-45 P.M.

H 50IRCA

After lunch business was proceeded with in full Conference. Mr. H. A. M. Hannay represented the East Indian Railway in the absence of Mr. G. L. Colvin.

Proposed by Mr. Russell (Great Indian Peninsula Railway) and seconded by Mr. Hannay (East Indian Railway).—

Proposal 1.

That the following subjects which fall under Fundamental Rules 2 and 7 be discussed at this Conference :—

Subject No.	Subject.	Falling under Fundamental Rule.
19	Floor boards in military type wagons	2
58	Design of Indian Railway Conference Association Axle Box—Drawing No. S. 15/1	2
59	Basis for estimating economical life of loco. boilers	2
60	Extended use of steel castings in the construction of railway rolling stock	2
61	Electric and Oxy-Acetylene Welding practice	2
62	Paint for coaching stock—with special reference to the report on paints of the Government Test House, Alipore, to the Indian Stores Department	2
63	Signal Engineers' Advisory Committee	2
64	Permanent Way Maintenance	2 & 7
65	To consider the alteration in the scale of working land plans	2
66	Maximum permissible gauge for broken stone ballast for various types of sleepers	2
67	To consider the effect of 22½ and 25 ton axle loads on existing arched bridges	2
68	Survey programme of Surveyor General to include areas required by the railway authorities in connection with new projects	2
69	The efficiency of various anti-creep devices for B. II. and F. F. rails and the systematic inspection and treatment of rail joints	2
70	Programme of subjects for the Mechanical and Engineering Sections	2
71	Food and water supply—Methods adopted by different railways	2
72	Commercial Statistics	2
73	Mechanical coal handling plant at loco. shed	2
74	Geneva Convention—Report of Advisory Committee No. 3 appointed under Resolution No. 51 of the 1925 Conference to enquire into its application to railways in India	2
75	Publicity—Report of Advisory Committee No. 4 appointed under Resolution No. 51 of the 1925 Conference	2
77	Report of the Indian Railway Accounts Committee on the system of station accounts and audit procedure in force in England and America	2
78	Passengers travelling without tickets	2
80	Proposed amalgamation of the offices of the Secretary, Indian Railway Conference Association and the Director of Wagon Interchange	2
81	Formation of an Electrical Section of the Indian Railway Conference Association	2 & 7
83	A revised method of compiling information relating to the movements of wagons and of adjusting hire charges between railways on interchanged wagon stock	2 & 7
86	Darjeling to Hyderabad (Sind), 3rd class tickets Nos. 4591-4593 of December 1925	1 & 7
87	Claims for new and old wheels under rule 14(c) of Conference Regulations, Part II	2 & 7
88	Interpretation of rule 3 of the rules for Train Examiners—1925 Edition	1 & 7
89	Interchange of pooled wagons with the N. G. S. Railway at Wadi Junction	1 & 7
90	Rules for Train Examiners—Stencilling date of overhaul of vacuum cylinders	1 & 7

Subject No.	Subject.	Falling under Fundamental Rule.
91	Supply of wheels by repairing railways	1 & 7
92	Cattle Wagon Gratings	1 & 7
98	Minimum distance for charge on small consignments of military traffic	3 & 7
99	Extension to M. E. S. Officers and junior officers of the Military Dairy Farms of the concession to use form E when travelling on leave by railway	3 & 7
100	Grant of free passes to conductors of tourist parties by special train	3 & 7
101	Proposal regarding procedure to be followed by railways in interchanging views on cases submitted to the Railway Rates Advisory Committee	2 & 7
102	Scale of accommodation for troops	3 & 7
103	Conveyance of furlough men booked on warrant at vehicle rates	1 & 7

The proposal was put to the vote and CARRIED unanimously.

Resolution 1.

Proposed by Mr. Brayshay (Bombay, Baroda and Central India Railway) and seconded by Mr. Stowell (North Western Railway).—

That the following questions on the Agenda be referred to Sub-Committees :—

Proposal 2.

SUB-COMMITTEE No. 1.

Subject No. 25.—Wagon interchange—Extension of the system of Neutral Control and a means by which its cost may be lessened.

Subject No. 80.—Proposed amalgamation of the offices of the Secretary, Indian Railway Conference Association and the Director of Wagon Interchange.

Subject No. 83.—A revised method of compiling information relating to the movements of wagons and of adjusting hire charges between railways on interchanged wagon stock.

SUB-COMMITTEE No. 2.

Subject No. 47.—Pass holders travelling in a higher class by paying the difference in fares.

Subject No. 56.—Issue of passes on foreign railways to officers when attending Conferences and other meetings.

Subject No. 56-B.—Use of metal passes over foreign railways by officers holding such passes instead of cheque passes.

Subject No. 76.—Terminal charges levied by Railways on coal and other traffic.

Subject No. 78.—Passengers travelling without tickets.

SUB-COMMITTEE No. 3.

Subject No. 75.—Publicity—Report of Advisory Committee No. 4 appointed under Resolution No. 51 of the 1925 Conference.

Subject No. 101.—Proposal regarding procedure to be followed by railways in interchanging views on cases submitted to the Railway Rates Advisory Committee.

and that the remaining subjects be considered in Full Conference or Committee of Full Conference.

The proposal was put to the vote and CARRIED unanimously.

Resolution 2.

Proposed by Mr. Pearce (Eastern Bengal Railway) and seconded by Mr. R. L. Bliss (Assam Bengal Railway).—

That the constitution of these Sub-Committees be as under :—

Proposal 3.

SUB-COMMITTEE No. 1.

Mr. C. W. Lloyd Jones (H. E. H. the Nizam's Guaranteed State Railways), Chairman.

Mr. P. Rotherm (South Indian Railway).

Mr. T. G. Russell (Great Indian Peninsula Railway).
 Mr. A. T. Stowell (North Western Railway).
 Mr. W. Miller (Bengal and North Western Railway).
 Mr. B. Severs (East Indian Railway).
 Mr. H. A. M. Hannay (East Indian Railway).

SUB-COMMITTEE No. 2.

Mr. N. Pearce (Eastern Bengal Railway), Chairman.
 Mr. M. W. Braysbay (Bombay, Baroda and Central India Railway).
 Mr. R. L. Bliss (Assam Bengal Railway).
 Major J. W. Gordon (Jodhpur Railway).
 Mr. J. A. Polwhele (Bengal Doonars Railway).
 Mr. H. W. Jamieson (H. E. H. the Nizam's Guaranteed State Railways).
 Mr. D. H. Keelan (East Indian Railway).
 Mr. A. Peel Goldney (Great Indian Peninsula Railway).
 Mr. H. P. Ball (Bombay, Baroda and Central India Railway).
 Mr. W. A. Burns (Calcutta Port Commissioners').

SUB-COMMITTEE No. 3.

Mr. G. L. Colvin (East Indian Railway), Chairman.
 Mr. G. Peddie (H. E. H. the Nizam's Guaranteed State Railways).
 Mr. J. A. Colliott Powell (Bikaner State Railway).
 Mr. H. D. Sinclair (Madras and Southern Mahratta Railway).
 Mr. J. H. Chase (North Western Railway).
 Mr. G. S. Bocquet (Eastern Bengal Railway).
 Mr. F. H. Bibra (Bhavnagar State Railway).
 Mr. A. W. Acres (South Indian Railway).

Resolution 3.

The proposal was put to the vote and CARRIED unanimously.

Resolutions of the Standing Committee.

Proposed by Mr. Miller (Bengal and North Western Railway) and seconded by Mr. Rothera (South Indian Railway).—

That the following resolutions of the Standing Committee, and of the Operating, Commercial and Audit and Accounts Committees for Interchange which have been accepted by the Standing Committee, be recorded :— **Proposal 4.**

SUBJECT No. 1.

Railway concessions to members of the Empire Parliamentary Association.

(Fundamental Rule 3.)

Standing Committee's Resolution.—That members of the United Kingdom Branch of the Empire Parliamentary Association and their families (limited to wife and children only) be granted 1st class single journey tickets at 2nd class fares and 1st class return tickets at single 1st class fares, and their servants 3rd class single journey tickets at half 3rd class mail fares and 3rd class return tickets at a single 3rd class mail fare. (i)

The concession to be allowed by Station Masters on production of a letter of authority signed by the Secretary, Indian Railway Conference Association in the form attached.* The Secretary to issue these letters of authority on receipt of requisitions from the Secretary, United Kingdom Branch of the Empire Parliamentary Association and to advise immediately all Railways concerned particulars of the letters issued by him, to permit of the necessary instructions being communicated to the staff concerned to honour these letters on presentation. * Not printed here

The Secretary, Indian Railway Conference Association, to also issue with each letter of authority as many blank certificate forms (to be made over by the Member to the Booking Clerk at the time he purchases his tickets) as are required in each case.

SUBJECT No. 2.

Agents for the sale of tickets to tourists.

(Fundamental Rule 1.)

Standing Committee's Resolution.—That the name of Messrs. Mackinnon Mackenzie and Co. be added to the list of Steamship Companies authorised to sell tickets to tourists appearing in paragraph 17 (i) of Appendix D to Conference Regulations, Part II, 1925-26 Edition, with immediate effect, under the head Steamship Companies. (ii)

SUBJECT No. 3.

Rules for the issue of free passes—Appendix A to Conference Regulations, Part II—Eligibility of temporary Officers and staff employed on surveys for foreign line passes.

(Fundamental Rule 3.)

Standing Committee's Resolution.—That temporary officers and subordinates employed on surveys should be granted free passes the same as temporary officers and subordinates employed on construction as approved by Resolution No. 4 (xxiii) of 1926. (iii)

Resolution No. 4 (xxiii) of the 1926 Conference.—That the following resolution of the Operating Committee which has been accepted by the Standing Committee be recorded and given effect from 1st November 1926 :—

Resolution No. 29.—The Operating Committee for Interchange is of opinion that Foreign Railway passes should be issued to (a) Temporary officers and subordinates employed on construction and (b) Temporary officers and subordinates employed on the open line in the place of permanent employees transferred to construction.

SUBJECT No. 5.

Proposal 4—
contd.

Rules for Train Examiners 1925—Tyre defect gauge B. G. and M. G.

(Fundamental Rule 1.)

- (iv) *Standing Committee's Resolution.*—That the revised drawings of tyre defect gauges as shown in Corrigendum Slip No. 3 of 10th December 1926 to the Rules for Train Examiners be approved.

SUBJECT No. 80.

Proposed amalgamation of the Offices of the Secretary, Indian Railway Conference Association and the Director of Wagon Interchange.

(Fundamental Rule 2.)

- (v) *Standing Committee's Resolution.*—That the proposals for the amalgamation of the offices of the Secretary, Indian Railway Conference Association and of the Director of Wagon Interchange as set forth in the President's note circulated with Secretary's letter No. C. 37/27, dated 7th April 1927 be approved.

NOTE.—See Res. 37, page 78.

SUBJECT No. 81.

Formation of an Electrical Section of the Indian Railway Conference Association.

(Fundamental Rules 2 and 7.)

- (vi) *Standing Committee's Resolution.*—That an Electrical Section of the Indian Railway Conference Association be formed and that the necessary correction be made in Chapter VII of Conference Regulations, Part I, September 1926 edition.

2. That the officers nominated by railways as members of the Electrical Section as printed in Annexure (Appendix A) be recorded.

SUBJECT No. 84.

Quorum for a Section—Rule 57, Chapter VII, of Conference Regulations, Part I.

(Fundamental Rules 2 and 7.)

- (vii) *Standing Committee's Resolution.*—That rule 57 of Conference Regulations, Part I, be amended as follows :—

PRESENT.

57. The quorum of a Section shall be fifteen, and of a Committee two-thirds of the members forming it.

PROPOSED.

57. The quorum of a Section shall be eleven, and of a Committee two-thirds of the members forming it.

SUBJECT No. 85.

Nomination of Officers for the Engineering and Mechanical Sections.

(Fundamental Rule 1.)

- (viii) *Standing Committee's Resolution.*—That the Officers nominated by railways as members of the Engineering and Mechanical Sections respectively as printed in Annexure (Appendix A) be recorded.

RESOLUTIONS OF THE OPERATING COMMITTEE PASSED BY THE STANDING COMMITTEE.

SUBJECT No. 6.

Proposal to introduce some system for the invoicing of carriages of High Officials.

(Fundamental Rule 1.)

Proposal 4—
contd.

Operating Committee's Resolution No. O/43 of 1926.—There are practical difficulties in the way of invoicing empty saloons as proposed by the Railway Board.

(ix)

The Operating Committee therefore recommend that bills for the empty haulage of saloons supplied for the use of High Officials of Government should be submitted within 6 months from the date the charges are incurred, failing which, the claim will lapse.

SUBJECT No. 7.

Cracks on sole bar flanges.

(Fundamental Rule 1.)

Operating Committee's Resolution No. O/44 of 1926.—The Operating Committee do not consider that Conference Resolution No. 53 of 1925 supersedes Conference Resolution No. 41 of 1924 and recommend that a note be added to the schedule of charges incorporating L. and C. S. Resolution No. 29 of 1924.

(x)

NOTE.—See also paragraph (c) of Operating Committee's Resolution No. 4 of 1927 (Subject No. 24).

SUBJECT No. 8.

Repairing of damaged door cotters and pins on wagons.

(Fundamental Rule 1.)

Operating Committee's Resolution No. O/45 of 1926.—The Operating Committee consider that the Great Indian Peninsula Railway is acting within the letter of the rule in removing door cotters but consider that the practice is objectionable and recommend that a wagon should be rejectable in interchange if deficient of its complete complement of door fasteners.

(xi)

SUBJECT No. 9.

Proposed co-ordination of the rules for the Interchange of Rolling-Stock in Chapter II and Appendices F* and G* of Conference Regulations, Part II.

* Now E & F.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 3 of 1927.—The Operating Committee have considered the criticisms received from railways of the draft rules submitted under their Resolution No. O/33 and recommend that the rules be adopted with certain alterations as given below†. They are unable to recommend the adoption of the draft proposed by the †

(xii)

Not printed here.

(continued).

Proposal 4—
contd. RESOLUTIONS OF THE OPERATING COMMITTEE PASSED BY THE STANDING
COMMITTEE—(continued.)

Bombay Port Trust Railway. While admitting that it is in many respects an improvement on the draft now under consideration, they do not consider they would be justified in beginning the work anew now that the previous proposals have been generally accepted. They recommend that the revised rules, if approved by the Standing Committee, be introduced with effect from the 1st October 1927. The revised rules including the alterations now proposed are printed as Appendix A*.

* See Subject]
No. 9 of Agenda.

SUBJECT No. 10.

Welding of Drawbars.

(Fundamental Rule 1.)

(xiii) *Operating Committee's Resolution No. 9 of 1927.*—The Operating Committee recommend that the proposals of the Great Indian Peninsula Railway that—

- (i) all broken drawbars when welded by steam hammer must be marked, at the point of weld, with station code and date (month and year);
 - (ii) the hand welding of drawbars be strictly forbidden, be accepted with effect from the 1st June 1927.
-

SUBJECT No. 13.

Annexure to the schedule of charges—Definition of what constitutes insecurely fastened fittings in respect of door cotter.

(Fundamental Rule 1.)

(xiv) *Operating Committee's Resolution No. 13 of 1927.*—The Operating Committee recommend that the definition in question should be amended as follows with effect from the 1st October 1927 :—

- (i) The metal round the eye of the cotter must be continuous.
- (ii) The sealing ring attached to the cotter must be continuous. It can be made continuous by welding, or the ends can be brought together and be riveted, but in that case the rivet to be used is not to be less than $\frac{1}{4}$ inch diameter and sufficient metal is to be left in the eye through which the rivet passes to ensure a continuous section not less than the area of the stock forming the ring or the chain.
- (iii) In any other position of the door cotter chain a figure eight link may be employed provided the ends form at least one complete turn round the stem *vide* diagram (Appendix B†).
- (iv) The metal round the holes of the door cotter anchor piece through which the rivet or the chain passes must be continuous.
- (v) The door cotter anchor piece must be secured to the sides of the steel wagons by riveting.

† Not printed here.

(continued).

RESOLUTIONS OF THE OPERATING COMMITTEE PASSED BY THE STANDING COMMITTEE—(continued).

- (vi) In case of wooden wagons if the door cotter anchor pieces are secured by bolts they must have snap heads on the outside and be riveted over the nuts on the inside. Care must be taken to use bolts of correct length to avoid projections that might damage lading.
- (vii) Where staples or eye bolts are used they are to be secured by nuts and the ends riveted over flush with the nut.

SUBJECT No. 14.

A. V. B. Wagons without cylinders.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 2 of 1927.—The Operating Committee is of opinion that the difficulties enumerated in the Great Indian Peninsula Railway Chief Transportation Superintendent's letter No. C. W. 2-211, dated the 20th December 1926, arose from a misinterpretation of the orders issued and that the trouble experienced is diminishing.

(xv)

As the suggestion to charge cylinders as deficient on piped wagons would involve a large increase in clerical work, the consideration of the proposal should be postponed for another year.

SUBJECT No. 15.

Organised medical inspection in connection with big melas.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 11 of 1927.—The Operating Committee agree generally with the report of the Standing Advisory Committee of Railway Medical Officers and see no objection from the operating point of view to the proposals to carry out medical inspection of returning pilgrims :—

(xvi)

(a) at the points of entrainment,

(b) en route at points of transshipment,

provided the medical arrangements do not impede the free movement of pilgrims from pens to trains at the entraining station and from train to train at tranship stations.

The Operating Committee consider that if the Civil Medical Authorities desire to have a medical or sanitary unit travelling on any pilgrim special, railways should give them every facility including free passes, provided that the unit should travel in the brake-van and the personnel should not exceed three in number.

SUBJECT No. 16.

Treating and marking of non-water-tight wagons.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 7 of 1927.—The Operating Committee consider that it is the duty of the loading staff to satisfy themselves whether a wagon is or is not watertight. They do not think it is advisable to mark wagons as suggested by the Great Indian Peninsula Railway.

(xvii)

Note.—See also Res. 16, page 45.

RESOLUTIONS OF THE OPERATING COMMITTEE PASSED BY THE STANDING COMMITTEE—(continued).

SUBJECT No. 17.

Proposal 4 (con.)

Stencilling of packing and oiling dates on wagon stock.

(Fundamental Rule 1.)

(xviii)

Operating Committee's Resolution No. 6 of 1927.—The Operating Committee recommend the adoption of the system of alternative spaces for stencilling on broad gauge wagons as proposed by the Director of Wagon Interchange and of the double axle box examination plate or, where space does not admit of this, of two single plates placed as near each other as possible. They consider that the plates should be placed as at present on the sole bars.

They recommend that the fitting of the new plates be commenced at once and that the work be completed not later than the 1st January 1928.

They consider that the imposition of a penalty for unsatisfactory stencilling would be difficult to enforce.

NOTE.—It is optional for railways to adopt either examination plates or stencilled reproductions thereof.

SUBJECT No. 18.

Deficient doors on open wagons.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 5 of 1927.—The Operating Committee understand that the Director of Wagon Interchange has issued orders under rule 15 (a) of Appendix G* of Conference Regulations, Part II, that wagons without their full complement of doors may be rejected in interchange and they recommend that his order be embodied in the Rules for Train Examiners as paragraph 18 (d) page 26 as under, to have immediate effect:—

18 (d) Open goods wagons without their full complement of doors. This does not apply to:—

(a) wagons proceeding either loaded or empty to or in the direction of the owning railway;

(b) wagons proceeding loaded in a direction away from the owning railway, when the consignment requires the use of a crane to tranship it.

SUBJECT No. 19.

Floor boards in military type wagons.

(Fundamental Rule 2.)

(xx)

Operating Committee's Resolution No. 12 of 1927.—The Operating Committee recommend (i) that the Railway Board be asked to address the Military Department regarding the number of horse wagons now required by them, (ii) that the question of a more suitable type of wagon floor of materials other than wood, be considered by the Wagon Standards Committee.

SUBJECT No. 20.

Repacking of axle boxes.

(Fundamental Rule 1.)

(xxi)

Operating Committee's Resolution No. 10 of 1927.—Under rule 2, page 5, of the Rules for Train Examiners, 1925, it is optional whether axle box covers be permanently secured (i.e., riveted) or not. When riveted, the cover is provided with an oil hole. The Operating Committee recommend that, with immediate effect, when a foreign railway has occasion to rivet an axle box cover, if there is no oil hole one must be provided.

RESOLUTIONS OF THE OPERATING COMMITTEE PASSED BY THE STANDING COMMITTEE—(continued).

Proposal 4 (con.)

SUBJECT No. 21.

Number of special troop carriages to be attached to ordinary trains—Appendix C to the Military Traffic Rules.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 8 of 1927.—The Operating Committee recommend that Appendix C (b) of the Military Traffic Rules, 1926 Edition, should be revised and brought up to date by the Secretary in consultation with railways.

(xxii)

SUBJECT No. 24.

Schedule of charges for damages and deficiencies to rolling stock of broad and metre gauge railways.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 4 of 1927.—The Operating Committee have considered the recommendations of Mr. Horsfield's Sub-Committee and make the following recommendations thereon, to have effect, if approved, from the 1st October 1927, unless already in force:—

(xxiii)

- 4 (a) The Sub-Committee consider that in view of the greatly improved condition of wagon stock the necessity for special charges in connection with Appendices A and B of the Rules for Train Examiners no longer exists and recommend that charges for deficiencies and damages should in future be levied in accordance with the revised schedules without the existing limits of Rs. 25 for damages and Rs. 5 for deficiencies. The Operating Committee endorse this recommendation and in their Resolution No. 3, have proposed that existing rules 14 (d), 12 (a) of Appendix F and 27(d) of Appendix G of Conference Regulations, Part II, should be revised. [See proposed rules 6 (v), 10 (iv) and 19 (iv).]
- (b) With reference to the first paragraph, on page 1 of the Sub-Committee's report the Operating Committee recommend that the list of insecure fittings appearing on pages 57 to 59 of the Rules for Train Examiners should be charged for at schedule rates subject to a maximum charge of Rs. 5 in each case. In view of this recommendation it is recommended that the second clause of rule 5 of the Rules for Train Examiners should be revised as under:—

PRESENT.

The following defects are given as guides to what constitutes unfitness. Any defects, parts missing or damaged which are accepted, shall be charged for according to the schedule of charges and its appendices.

PROPOSED.

The defects given in subsequent paragraphs are intended as guides to what constitutes unfitness.

Any defects, parts missing, insecure or damaged, found on wagons which are accepted shall be charged for according to the schedule of charges and its appendices. In the case of insecure fittings charges will be subject to a maximum of Rs. 5 in each case.

and that to emphasize this rule relating to insecure fittings the following foot-note be added to the last page of the schedule of charges:—

NOTE.—Insecure fittings are to be charged for in accordance with this schedule of charges subject to a maximum of Rs. 5 in each case.

- (c) Further they consider that rule 16, page 25 of the Rules for Train Examiners should be modified as it is ambiguous and difficult to enforce. They therefore recommend that the note should be deleted and that rule 16 (c) should be revised as under:—

16 (c). Sole bars cracked through the flange and $\frac{1}{4}$ inch or more up the web or longitudinal cracks over 10 inches in the web.

(continued.)

RESOLUTIONS OF THE OPERATING COMMITTEE PASSED BY THE STANDING COMMITTEE—(continued).

Proposal 4 (con.)

Also that Resolution O/35 of the Operating Committee should be applied in such cases and wagons should be returned to the owning railway without charge when there is no evidence of ill-usage.

(d) The Operating Committee recommend the adoption of the Sub-Committee's suggestion for a portable emergency tool box with tools, but consider that a box of standard dimensions should be adopted for all railways and recommend that the question be referred to the Mechanical Section for disposal.

(xxiii) (con.)

(e) The Operating Committee recommend the acceptance of the proposed schedule of charges (See Agenda) subject to the following alterations and additions :—

Schedule of charges.

Page 1.—*Add* the following note under the heading :—

Lifting charges are not included in the rates shown in this schedule and when lifting is necessary it should be charged for.

Item 8.—Note—Sixth line for “hired” read “levied”.

Page 2.—Item 20.—The note should reproduce the resolution.

Page 6.—Item 101.—Ruberoid, etc.—The same charge given under heading “Coaching” should be included under heading “Goods”.

Page 11.—*Insert* an asterisk against item 226 and *add* the following note in remarks column :—

*No charge will be made for axle guards cracked below the rejectable limit.

N. B.—Care should be taken not to confuse weld marks with cracks in the above item.

Page 13.—*Insert* an asterisk against items 267 and 268 and *add* the following note in remarks column :—

*Buffer plungers cracked round the head not more than 4 inches not to be charged for. Open cracks in excess of 4 inches and approaching the rejectable limit [rule 14 (d)] to be charged full value of the plunger.

Insert an asterisk against item 269 and *add* the following note in remarks column :—

*Cracks less than 4 inches should not be charged for. Open cracks in excess of 4 inches to be charged full value of the socket guide or case.

N. B.—Care should be taken not to confuse weld marks with cracks in the above items.

Page 19.—*Insert* an asterisk against items 391 to 396 and *add* the following note in remarks column :—

*A broken glass cell will be rated as a damaged accumulator.

Page 23.—Scrap rates—*Delete* these rates.

SUBJECT No. 29.

Operation and maintenance of the automatic vacuum brake on broad gauge goods trains—

A.—Proposal that non-fitted wagons tendered by the owning railway in interchange should be rejected.

B.—Proposal that Resolution No. 43 of the 1925 Conference should be amplified so as to make it clear that any railway has the right to pipe any other railway's pooled or non-pooled stock.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 1 of 1927.—The Operating Committee recommend that the following rules be substituted for rule 27 (h) of Appendix G* of Conference Regulations, Part II :—

27 (h) (i). Broad gauge railways shall be charged a penalty of Rs. 20 payable to the receiving railway for any wagon offered by them in interchange that does not provide a

(continued.)

Conference Resolution No. 4 (xxx) of 1926.

Conference Resolution No. 25 (i) of 1926.

Conference Resolutions Nos. 4 (xxix) 25 (i) of 1926.

Conference Resolution No. 29 of 1926.

(xxiv)

* Now F.

RESOLUTIONS OF THE OPERATING COMMITTEE PASSED BY THE STANDING COMMITTEE—(concluded). Proposal 4 (con.)

visible through complete connection for the train pipe from end to end, i.e., from universal coupling to universal coupling. This penalty shall be in addition to the debit leviable under rule 27 (d) of Appendix G* to Conference Regulations, Part II, and shall be charged every time a wagon which has no through complete connection from end to end, is offered in interchange by one railway to another. xxiv (con.)
* Now F.

27 (h) (ii). On and from the 1st July 1927, wagons not fitted with the automatic vacuum brake or piped shall not be accepted in interchange and railways on which such wagons are found after the 1st July 1927, shall pipe the wagons, pooled or non-pooled; and debit the owning railway with the cost, viz., Rs. 100.

SUBJECT No. 30.

Broad-gauge wagon pool—Report of the Sub-Committee appointed under Resolution No. 32 of the 1926 Conference.

(Fundamental Rule 1.)

Operating Committee's Resolution No. 11 of 1927.—The Operating Committee have considered the report† of the Sub-Committee appointed under Resolution No. 32 of the Conference of 1926 and make the following recommendations :— (xxv)
† See Agenda.

- (i) That the revision of Conference Regulation No. 23, Appendix G* be accepted and introduced from the 1st October 1927. * Now F.
- (ii) That the procedure for the allocation of hire charges referred to in paragraph 7 (2) of the Sub-Committee's report be continued.
- (iii) That the penalty charge of Rs. 1-1-0 per wagon proposed in paragraph 7 (3) of the Sub-Committee's report for stabling be accepted with effect from the 1st October 1927.

RESOLUTIONS OF THE COMMERCIAL COMMITTEE PASSED BY THE STANDING COMMITTEE.

SUBJECT No. 32.

Applicability of rule 21 of Conference Regulations, Part II, in the case of traffic booked to stations at which there are alternative routes by rail and river and separate sheds at the destination town.

(Fundamental Rule 1.)

Commercial Committee's Resolution No. C/36 of 1927.—As the India General Navigation Company, and the Rivers Steam Navigation Company, are not parties to the Indian Railway Conference Association, the Commercial Committee is of opinion that the rules and regulations of the Association cannot be applied to traffic booked between these Companies and railways. (xxvi)

The Commercial Committee consider that traffic originating on a railway and booked to a place where there is both a railway and a steamer station with different names can only be booked to the station indicated on the forwarding note.

The Commercial Committee consider that the question generally is one for mutual agreement between the parties concerned rather than for decision by the Indian Railway Conference Association.

RESOLUTIONS OF THE COMMERCIAL COMMITTEE PASSED BY THE STANDING COMMITTEE—(continued).

SUBJECT No. 33.

A.—Modification of rule 28 (f) (ii) of Conference Regulations, Part II—Notification of damages or deficiencies by post.

B.—Interpretation of rule 28 (f) (ii) of Conference Regulations, Part II—Reporting of damage or deficiency in goods.

(Fundamental Rule 1.)

(xxvii)

1. *Commercial Committee's Resolution No. C/40 of 1927.*—The Commercial Committee consider that in order to comply with rule 28 (f) (ii) of Conference Regulations, Part II, the post card must be posted on the date the consignment is unloaded but they consider that if the post card bears the next day's postmark, the report should be accepted as made in time.

They recommend that the following note be added to rule 28 (f) (ii) of Conference Regulations, Part II :—

This rule should be considered as complied with, if the date of the postmark is not later than the day following the date of unloading.

2. *Commercial Committee's Resolution No. C/35 of 1926.*—The Commercial Committee consider that the intention of rule 28 (f) (i) and (ii) is that loss or damage should be notified to the booking station or, if the consignment has been transhipped, to the last transshipping station. They recommend that the rules be revised as under :—

PRESENT.

28 (f) (i).—Loss of a package or consignment must be notified to the booking or last transshipping station by telegram tendered for despatch within 6 hours of the time at which the wagon is opened.

Note.—The condition of Regulation 28 (f) (i) is complied with if it can be shown that the telegram was tendered for despatch within 6 hours of the wagon being opened.

28 (f) (ii).—Any damage or deficiency other than the loss of a package or consignment must be notified to the booking or last transshipping station by post on the day the consignment is unloaded and must at the same time be recorded in a special register to be maintained at stations. In the event of postal advice not being received, the entry in the register will be accepted as evidence that it was actually despatched.

PROPOSED.

28 (f) (i).—Loss of a package or consignment must be notified to the booking station or, if the consignment has been checked or transhipped *en route*, to the station which last sealed the wagon, by telegram tendered for despatch within 6 hours of the time at which the wagon is opened.

Note.—The condition of rule 28 (f) (i) is complied with if it can be shown that the telegram was tendered for despatch within 6 hours of the wagon being opened.

28 (f) (ii).—Any damage or deficiency other than the loss of a package or consignment must be notified to the booking station or, if the consignment has been checked or transhipped *en route*, to the station which last sealed the wagon, by post on the day the consignment is unloaded and must at the same time be recorded in a special register to be maintained at stations. In the event of postal advice not being received, the entry in the register will be accepted as evidence that it was actually despatched.

SUBJECT No. 34.

Interpretation of rule 55 (e) of Conference Regulations, Part II and rule 127 of Coaching Tariff No. 4.

(Fundamental Rule 1.)

(xxviii)

Commercial Committee's Resolution No. C/39 of 1927.—The Commercial Committee agree with the views expressed by the Chief Auditor, Bombay, Baroda and Central India

(continued.)

RESOLUTIONS OF THE COMMERCIAL COMMITTEE PASSED BY THE Proposal 4 (con.) STANDING COMMITTEE—(concluded).

Railway and recommend that rules 21 (iii) and 55 (e) of Conference Regulations, Part II, be revised as under :—

PRESENT.

21 (iii). When a sender or his authorised Agent selects a dearer route as provided for in (ii), above, a remark must be made on the invoice and receipt which will leave no doubt that the dearer route was selected by the sender. In the absence of such a remark on the invoice, freight will be apportioned by the cheapest route.

55 (e). When luggage or parcels are over-carried or misdespatched, charges by the correct route shall be collected and divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route—that is, that if, in consequence of the error, the consignment is carried a longer distance over the railway which makes the error than it would have been if it had been sent by the proper route, the railway which makes the error shall receive only its freight by the proper route, the balance of the correct charges being in that case divided between the other railways in mileage proportion.

They also recommend that the last clause of Rule 127 of Coaching Tariff No. 4, beginning "In the absence of such a remark" be deleted. Rule 127 of Coaching Tariff No. 4 will then read as under :—

127. *Parcels booked by dearer route at sender's request.*—When a parcel is required to be booked by other than the cheapest route, an authority to that effect must be demanded in writing from the sender or his authorised Agent and a suitable remark must be entered on the way bill which will leave no doubt that the dearer route was selected by the sender.

NOTE.—This resolution is rescinded by Res. 14 page 45.

PROPOSED.

21 (iii). When a sender or his authorised Agent selects a dearer route as provided for in (ii), above, a remark must be made on the invoice or way bill which will leave no doubt that the dearer route was selected by the sender. In the absence of such a remark freight will be apportioned by the cheapest route.

55 (e). When luggage is over-carried or misdespatched, charges by the correct route shall be collected and divided upon the mileage over which the consignment is actually conveyed, provided that the railway which makes the error shall not receive in division more than the amount of its charge by the proper route—that is, that if, in consequence of the error, the consignment is carried a longer distance over the railway which makes the error than it would have been if it had been sent by the proper route, the railway which makes the error shall receive only its freight by the proper route, the balance of the correct charges being in that case divided between the other railways in mileage proportion.

SUBJECT No. 39.

Haulage charges on wagons loaded with loose consignments charged at wagon rate.

(Fundamental Rule 1.)

Commercial Committee's Resolution No. C/37 of 1927.—The Commercial Committee consider that in cases such as that cited haulage should be paid at 10 pie per maund per mile on the carrying capacity of the wagon used, if the actual weight cannot be ascertained.

(xxx)

SUBJECT No. 41.

Issue of through return tickets.

(Fundamental Rule 1.)

Commercial Committee's Resolution No. C/38 of 1927.—The Commercial Committee recommend that railways which issue return tickets should be permitted to issue them in through booking with railways which do not issue such tickets; two single fares being charged over the latter railways. The Committee are strongly opposed to the issue of long period return tickets and recommend that, except on special occasions such as the Christmas and Pooja holidays and for journeys to hill stations, the availability of return tickets as laid down in Rule 34 (A) of Conference Regulations, Part II, should be adhered to.

(xxx)

**PROPOSAL 14 (con.) RESOLUTIONS OF THE AUDIT AND ACCOUNTS COMMITTEE PASSED BY THE
STANDING COMMITTEE.**

SUBJECT No. 43.

**Interpretation of Rule 97 of Conference Regulations, Part II—Disregard of errors in
Division Sheets.**

(Fundamental Rule 1.)

(xxxi)

Audit and Accounts Committee's Resolution No. 8 of March 1927.—The Audit and Accounts Committee do not recommend the acceptance of the Great Indian Peninsula Railway's proposal. They consider that existing Note 1 to rule 97 of Conference Regulations, Part II, is sufficient and should be interpreted in the broadest possible spirit.

SUBJECT No. 45.

Preservation of collected foreign blank card and paper tickets.

(Fundamental Rule 1.)

(xxxii)

Audit and Accounts Committee's Resolution No. 2 of March 1927.—The Audit and Accounts Committee recommend that foreign blank card and paper tickets and soldier's tickets be preserved for six months from the date of issue and that rule 102 of Conference Regulations, Part II, be amplified accordingly.

SUBJECT No. 46.

**Free passes to Railway Police on the occasion of journeys of H. E. the Viceroy and the
Governors of Provinces.**

(Fundamental Rule 3.)

(xxxiii)

Audit and Accounts Committee's Resolution No. 3 of March 1927.—The Audit and Accounts Committee do not recommend any change in existing procedure. They consider it inadvisable to extend the power to issue passes to head constables.

SUBJECT No. 49.

**Proposed amendment of Rule 5 (g) of Appendix A-1 of Conference Regulations, Part
II—Rules for the Interchange of privilege tickets.**

(Fundamental Rule 3.)

(xxxiv)

Audit and Accounts Committee's Resolution No. 5 of March 1927.—The Audit and Accounts Committee recommend that with effect from 1st October 1927 the first sentence of rule 5 (g) of Appendix A-1 to Conference Regulations, Part II, be revised as under :—

One order only must be issued for the through journey which must commence or terminate at a station or junction of the home line or of a section of railway over which running powers are exercised by the home line.

RESOLUTIONS OF THE AUDIT AND ACCOUNTS COMMITTEE PASSED BY THE **Proposal 4 (con.)**
STANDING COMMITTEE—(concluded).

SUBJECT No. 50.

Addition of a note to rule 43 (c) of Conference Regulations, Part II—Time limit for claims in respect of refunds on Return Journey Vouchers.

(Fundamental Rule 1.)

Audit and Accounts Committee's Resolution No. 9 of March 1927.—The Audit and Accounts Committee recommend that with effect from 1st October 1927 the following be inserted as Note 3 to Rule 43 (c) of Conference Regulations, Part II :—

(xxxv)

“ In the case of refunds allowed on Return Journey Vouchers (See form in Appendix E*) the time limit will be eighteen months calculated as in clause (a) of this rule.”

*See Appendix D, page 87, of the Military Traffic Rules.

and that the following be added at the end of clause (c) :—

“ except as provided in Note 3”.

SUBJECT No. 51.

Proposal that the system of stamping dates on passengers' tickets should be uniform.

(Fundamental Rule 1.)

Audit and Accounts Committee's Resolution of 1926.—The Audit and Accounts Committee recommend that in all foreign tickets, the date should be recorded as follows :—

(xxxvi)

Date.	Month.	Year.
-------	--------	-------

and that any other information individual railways may wish to record should be inserted before the date.

SUBJECT No. 54.

Proposed addition to rule 5 (g) of Appendix A-1 to Conference Regulations, Part II—Rules for the interchange of privilege tickets.

(Fundamental Rule 3.)

Audit and Accounts Committee's Resolution No. 4 of March 1927.—The Audit and Accounts Committee recommend that with effect from 1st October 1927, the following note be added after Note V on page 77^a of Conference Regulations, Part II, as Note VI and that Notes VI and VII be renumbered VII and VIII :—

(xxxvii)

*Now page 51.

NOTE VI.—In cases where a pass is issued for a portion of a journey only and the holder is entitled to a privilege ticket order for the remainder, a privilege ticket order should be issued for the whole journey and one-third fares recovered for the portion of the journey not covered by the pass, e.g.

An employee holding a pass from Kurduwadi to Raichur wishes to travel to Bangalore. A privilege ticket order should be issued from Kurduwadi to Bangalore and handed in with the pass at the former station where a ticket would be issued on payment of one-third fare from Raichur to Bangalore.

SUBJECT No. 55.

Rules for the interchange of free passes —Appendix A to Conference Regulations, Part II.

(Fundamental Rule 3.)

Audit and Accounts Committee's Resolution No. 10 of March 1927.—The Audit and Accounts Committee recommend that Note 1 (iv) to rule 15, Appendix A of Conference Regulations, Part II, be altered to read :—

(xxxviii)

“ Married daughters under 18 years.”

The proposal was put to the vote and CARRIED unanimously.
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Resolution 4.

RESOLUTIONS OF THE OPERATING COMMITTEE.

Proposed by Mr. Lloyd Jones (H. E. H. the Nizam's Guaranteed State Railways) and seconded by Mr. Hannay (East Indian Railway).—

Proposal 5.

That the following resolutions of the Operating Committee falling under Fundamental Rule 1 be accepted to have effect from 1st November 1927 unless otherwise provided—

SUBJECT No. 7.

Cracks on sole bar flanges.

- (i) *Resolution No. 26 of 1927.*—The Operating Committee recommend that rule 16 (c) of the rules for Train Examiners (1925 Issue) should remain as amended in clause (c) of their resolution No. 4 of Meeting No. 4.

SUBJECT No. 11.

Correction of tares on wagons.

- (ii) *Resolution No. 18 of 1927.*—The Operating Committee recommend that Railways should correct the tare of pooled broad gauge foreign railway wagons at out stations equipped with a suitable weighbridge, when the difference between the actual tare and the figure marked on the wagon is 5 cwt. and over : the owning railway being advised of the alteration made.

SUBJECT No. 12.

Distinctive colours for different classes of carriages.

- (iii) *Resolution No. 19 of 1927.*—The Operating Committee are not in favour of the proposal to paint different classes of carriages in different colours. This was formerly done but it was not found that the difference in colour was of material assistance to third class passengers. To revert to the old system of painting carriages different colours would, it is considered, be an unjustifiable expense.

SUBJECT No. 13.

Annexure to the schedule of charges—Definition of what constitutes insecurely fastened fittings in respect of door cotter.

- (iv) *Resolution No. 27 of 1927.*—The Operating Committee recommend that all wagons made over at interchange junctions after 1st July 1928, without either the master cotter or the locking pin on each door drilled as laid down in resolution No. 52 of the Conference of 1924, should be charged a penalty of Rs. 2 for each door not so fitted, to be paid by the tendering railway.

SUBJECT No. 14.

A. V. B. Wagons without cylinders.

- (v) *Resolution No. 29 of 1927.*—The Operating Committee consider that in the case of wagons fitted with a continuous train pipe a sleeve coupling is not required in order to comply with Resolution No. 15 of the Conference of 1925.

RESOLUTIONS OF THE OPERATING COMMITTEE—(continued).

Proposal 5 (con).

SUBJECT No. 22.

Goods wagons transferred to the coaching vehicles stock registers—Accounting of hire charges.

Resolution No. 23 of 1927.—The Operating Committee do not recommend any change in the existing procedure whereby such vehicles are treated for interchange purposes as coaching stock. (vi)

They recommend that goods wagons intended for coaching traffic should be suitably marked and used for coaching traffic only.

SUBJECT No. 23.

Load lines for coal loading.

Resolution No. 22 of 1927.—The Operating Committee recommend that the floor area to the nearest square foot be marked on all broad gauge wagons, open and covered, at the bottom of the extreme right hand panel as shown below :— (vii)

214 SQUARE FEET (in 2" letters and figures).

The marking to be carried out by the owning railway when the wagons go to shops for periodical overhaul.

The Committee recommend that the load lines be allowed to remain and that the coal trade be advised by the coal loading railways of the specific gravity on which these load lines are based.

SUBJECT No. 26.

Interpretation of rules 8 and 11 of Appendix F* of Conference Regulations, Part II— * Now E.
Penalty and hire charges.

Resolution No. 17 of 1927.—The Operating Committee are of opinion that the Morvi Railway is entitled to haulage on the return journey, as the wagon was not dealt with in accordance with rule 7 (c) (i) of Appendix E to Conference Regulations, Part II. The Gondal Railway not having received the invoice was not in a position to return the wagon by the correct route and it is therefore considered that the Great Indian Peninsula Railway, as the railway making the initial mistake, should be held responsible for the haulage over the Morvi Railway on the return journey, at the rate of one pie per ton per mile of the carrying capacity. (viii)

SUBJECT No. 27.

Proposed addition to rule 29 of Appendix F* to Conference Regulations, Part II, to provide for haulage charges on vehicles sent out of course to the owning railway over a foreign railway for periodical overhaul. * Now E.

Resolution No. 20 of 1927.—The Operating Committee do not consider that any special rule is necessary to govern cases of the kind referred to by the East Indian Railway. It is considered that as such occurrences are rare they should be dealt with at the discretion of the Director of Wagon Interchange. (ix)

RESOLUTIONS OF THE OPERATING COMMITTEE—(concluded).
SUBJECT No. 31.

Proposal 5 (con.) Revision of rule 9 (c) of the rules for Train Examiners—Patch plates on axle guards..

- (x) *Resolution No. 24 of 1927.*—The Operating Committee are of the opinion that a single patch is desirable but in view of the experience of the Nizam's Guaranteed State Railways, it is questionable whether a single $\frac{3}{8}$ " patch would not be sufficient instead of a $\frac{1}{2}$ " patch. It was agreed that the matter should be referred to the Mechanical Section for opinion and that either a $\frac{3}{8}$ " or a $\frac{1}{2}$ " patch as recommended by that Section should be adopted from 1st January 1929.

SUBJECT No. 88.

Interpretation of rule 3 of the Rules for Train Examiners—1925 Edition.

- (xi) *Resolution No. 31 of 1927* - The Operating Committee consider that in the case cited the Gondal Railway should accept liability for the damage.

SUBJECT No. 89.

Interchange of pooled wagons with the N. G. S. Railways at Wadi Junction.

- (xii) *Resolution No. 32 of 1927.*—The Operating Committee consider that the difficulties complained of by the Great Indian Peninsula Railway are incidental to railway working and that no claim for haulage lies. They understand that, so far as the Nizam's Guaranteed State Railways are concerned, the difficulty has been met by the withdrawal of their open stock from the pool.

SUBJECT No. 90.

Rules for Train Examiners—Stencilling date of overhaul of vacuum cylinders.

- (xiii) *Resolution No. 33 of 1927.*—The Operating Committee recommend that rules 17(d) and 36 of the Rules for Train Examiners—1925 issue, be revised as under :—
 17 (d). When date of examination (see rule 36) shows that the period of two years has been exceeded.
 36. The date of overhauling, station initial and the word "tested" should be clearly stencilled on the brake cylinder. No other marks are to be made outside the cylinder. The date of internal examination should be chalked, inside the cylinder.

SUBJECT No. 91.

Supply of wheels by repairing railways.

- (xiv) *Resolution No. 34 of 1927.*—The Operating Committee understand that the Carriage and Wagon Standards Committee have laid down the following as I. R. C. A. Standard Axles and that these have been accepted by the Railway Board :—
 Broad Gauge axles with Journals 9" long at 7'—3" centres.
 Broad Gauge axles with Journals 10" long at 7'—4" centres.
 Metre Gauge axles with Journals 7" long at 4'—8" centres.
 provided the diameter of the journals for the load to be carried is in accordance with the requirements of the maximum load table included in the Rules for Train Examiners.

SUBJECT No. 92.

Cattle Wagon Gratings.

- (xv) *Resolution No. 35 of 1927.*—The Operating Committee recommend the adoption of the Great Indian Peninsula Railway's proposal that cattle guards should not be charged for if found deficient in interchange, between broad gauge railways.

Resolution 5.

The proposal was put to the vote and CARRIED unanimously.

RESOLUTIONS OF THE COMMERCIAL COMMITTEE.

Proposed by Mr. Russell (Great Indian Peninsula Railway) and seconded by Mr. Brayshay (Bombay, Baroda and Central India Railway)—

That the following resolutions of the Commercial Committee falling under Fundamental Rule 1 be accepted to have effect from 1st November 1927 unless already in force or otherwise provided :—

Proposal 6.

SUBJECT No. 37.

Amplification of rule 16 of the Military Traffic Rules—Scale of luggage.

Resolution No. C/43 of 1927.—The Commercial Committee recommend that the following note be added to Rule 16 of the Military Traffic Rules :—

(i)

NOTE.—The following arms and equipment in the possession of an I. O. R. travelling by railway on duty may be allowed free in addition to the 20 seers free allowance of baggage :—

Mounted Troops.—

Sword,

Rifle, plus 20 rounds ammunition,

Leather equipment.

Dismounted Troops.—

Rifle and bayonet plus 20 rounds ammunition,

or

Revolver plus 12 rounds ammunition,

Web equipment.

SUBJECT No. 38.

Rule 34 of the Military Traffic Rules—Charges in lieu of hire on foreign railway vehicles.

Resolution No. C/44 of 1927.—The Commercial Committee consider that rule 34 of the Military Traffic Rules should be amplified to provide for cases where there is a break of gauge and recommend the following addition to the rule, as clause (ii) ; present clause (ii) to be re-numbered (iii) :—

(ii)

- (ii) Where there is a break of gauge charges in lieu of hire will be calculated and billed by the railway on which the journey originates on the number of vehicles used at the starting station irrespective of the number used at the tranship station. Charges will be levied only on the distance vehicles run over a foreign railway.

SUBJECT No. 93.

Re-weighment of consignments on receipt.

Resolution No. C/46 of 1927.—The Commercial Committee consider that para. 619 of the Regulations for the Army in India requires modification as the re-weighment of all consignments is impracticable. The re-weighment of packages showing signs of loss or damage as provided for in Army Regulations under para. 620 is in accordance with existing practice.

(iii)

The proposal was put to the vote and CARRIED unanimously.

Resolution 6.

RESOLUTIONS OF THE COMMERCIAL COMMITTEE—(continued).

Proposed by Mr. Stowell (North Western Railway) and seconded by Mr. Pearce (Eastern Bengal Railway)—

Proposal 7.

That the following resolutions of the Commercial Committee falling under Fundamental Rule 3 be accepted to have effect from 1st November 1927 unless already in force or otherwise provided :—

SUBJECT No. 35.

Proposal to alter the existing unit of weight for parcels and luggage.

- (i) *Resolution No. C/41 of 1927.*—The Commercial Committee consider that the proposal of the Grain Merchants Association to charge parcels weighing 10 to 15 seers as 10 seers and 16 to 25 seers as 20 seers, and so on, would result in a very considerable loss of revenue and are therefore unable to recommend its adoption. They wish to point out that in the case of the large majority of commodities booked as parcels, it is open to the sender to make up the weight of individual parcel to one of the units of weight for which rates are quoted. The Committee recognise however that there are anomalies in the rates for parcels and proposals for eliminating these will be circulated and considered at a future Meeting.

SUBJECT No. 36.

Haulage charges for saloons occupied by the Senior Government Inspectors of Railways.

- (ii) *Resolution No. C/42 of 1927.*—The Commercial Committee recommend the adoption of the proposal of the Bombay, Baroda and Central India Railway to increase the charges for the haulage of saloons of senior government inspectors of railways to the same rate as that charged for the saloons of high Government officials.

SUBJECT No. 40.

Military Traffic Rules—Through booking where class of ticket held varies over different railways.

- (iii) *Resolution No. C/45 of 1927.*—The Commercial Committee consider that the proposal of the Army Department is impracticable. They understand that it is not the practice on the Madras and Southern Mahratta and South Indian Railways to grant the concession referred to in through booking.

SUBJECT No. 94.

Transportation of small calves without their mothers.

- (iv) *Resolution No. C/47 of 1927.*—The Commercial Committee recommend that calves booked as goods traffic when not accompanying the parent animals should be charged at the same rates as for low priced horses, ponies, etc., under Rule 11 of Chapter VII of the General Classification of Goods; the number of calves which can be loaded in a vehicle to be fixed by the sending railway.

SUBJECT No. 95.

Rule 15 of the Military Traffic Rules—Proposal to reduce the vehicle rates for Military Traffic.

- (v) *Resolution No. C/48 of 1927.*—The increase in Military traffic rates is very much lower than the corresponding post-war increase in passenger rates even on railways where the latter have recently been lowered and the Commercial Committee can see no justification for the suggestion that the Military vehicle rates should be reduced.

RESOLUTIONS OF THE COMMERCIAL COMMITTEE—(concluded).

SUBJECT No. 96.

Proposal 7—
(con.)

Rule 2 (vii) Note 1 of the Military Traffic Rules.

Resolution No. C/49 of 1927.—As already pointed out to the Army Department, tank wagons are special types of vehicles. These vehicles cost twice as much as an ordinary covered wagon and carry at least twice as much oil. In the circumstances it is considered unreasonable for the Army Department to expect that such wagons should be placed at their disposal at the same flat vehicle rate as is charged for ordinary type vehicles.

(vi)

The offer to pay empty vehicle haulage does not fully meet the objection to applying the vehicle rate to tank wagons.

The Committee cannot therefore recommend any change in existing charges.

SUBJECT No. 97.

Adoption of a universal rate for the maund.

Resolution No. C/50 of 1927.—A standard maund of 82.29 lbs. was laid by the Government of India in 1921 and has been adopted by all railways.

(vii)

SUBJECT No. 98.

Minimum distance for charge on small consignments of Military Traffic.

Resolution No. C/51 of 1927.—The Commercial Committee recommend the acceptance of the Eastern Bengal Railway proposals.

(viii)

SUBJECT No. 99.

Extension to M. E. S. Officers and Junior Officers of the Military Dairy Farms of the concession to use form E when travelling on leave by railway.

Resolution No. C/52 of 1927.—The Commercial Committee recommend the inclusion of Military Officers of the Military Engineering Service and the Military Dairy Farms in the list of officers entitled to use Form E.

(ix)

SUBJECT No. 100.

Grant of free passes to conductors of tourist parties by special train.

Resolution No. C/53 of 1927.—The Commercial Committee recommend that with parties of tourists travelling by the same train conductors be allowed to travel free as under:—

(x)

With parties of 24 to 48 first class passengers .. One conductor.

With parties of over 48 first class passengers .. Two conductors.

and that two passengers travelling 2nd class be counted as equivalent to one first class passenger.

The proposal was put to the vote and CARRIED unanimously.

Resolution 7.

RESOLUTIONS OF THE AUDIT AND ACCOUNTS COMMITTEE.

Proposed by Mr. R. L. Bliss (Assam Bengal Railway) and seconded by Mr. Miller (Bengal and North Western Railway) —

- Proposal 8.** *That the following resolutions of the Audit and Accounts Committee falling under Fundamental Rule 1 be accepted to have effect from 1st November 1927 unless already in force :—*

SUBJECT No. 44.

Interpretation of rules 40 and 43 of Conference Regulations, Part II.

- (i) *Resolution No. 3 of July 1927.*—The Audit and Accounts Committee consider the view of Railway D to be correct.

SUBJECT No. 57.

Application of time limit to claims for wharfage waived under Conference Rule 78 (b)—Proposed amendment of rule 43 (a) of Conference Regulations, Part II.

- (ii) *Resolution No. 1 of July 1927.*—The Audit and Accounts Committee recommend that the time limit of twelve months should apply to claims for wharfage waived under Conference Rule 78 (b) and suggest that the following addition be made to the Note to Rule 43 (a) after 26 (b) in the second line :—

“ and in the case of wharfage foregone in accordance with Rule 78 (b) ”.

SUBJECT No. 86.

Darjeeling to Hyderabad (Sind), 3rd class tickets Nos. 4591—4593 of December 1925.

- (iii) *Resolution No. 7 of July 1927.*—The Audit and Accounts Committee consider that the Darjeeling Himalayan Railway were correct in their apportionment of the fares.

Resolution 8. The proposal was put to the vote and CARRIED unanimously.

RESOLUTIONS OF THE AUDIT AND ACCOUNTS COMMITTEE—(continued).

Proposed by Mr. Rothera (South Indian Railway) and seconded by Mr. Lloyd Jones (H. E. H. the Nizam's Guaranteed State Railways)—

That the following resolutions of the Audit and Accounts Committee falling under Proposal 9. Fundamental Rule 3 be accepted to have effect from 1st November 1927 unless already in force.

SUBJECT No. 48.

Rules for the interchange of privilege tickets—Appendix A-1 to Conference Regulations, Part II.

(a) *Resolution No. 2 of July 1927.*—The Audit and Accounts Committee recommend that Rule 2 (f) of Appendix A-1 to Conference Regulations, Part II, be amended as follows :—

(i)

2. (f) Privilege ticket orders are admissible to all subordinate employees including their families as follows :—

(a) Those drawing Rs. 126 and over II class.

(b) Those drawing Rs. 76 and less than Rs. 126 .. Inter class.

(c) All others Third class.

An employee entitled to a higher class of privilege ticket order, however, may, if he wishes, apply for a lower class of privilege ticket order.

(b) *Resolution No. 8 of July 1927.*—The Audit and Accounts Committee recommend that the word "permanent" should be deleted from the Rule 2 (a) of Appendix A-1 of page 52 of Conference Regulations, Part II.

(c) *Resolution No. 5 of July 1927.*—The Audit and Accounts Committee recommend that the rule as it stands be retained.

SUBJECT No. 55.

Rules for the interchange of free passes—Appendix A to Conference Regulations, Part II.

Resolution No. 6 of July 1927.—The Audit and Accounts Committee believe that the intention of resolutions 62 of Conference of 1924 and 45 of 1925 was that there should be no age restriction whatever as regards children of Railway employees attending schools and colleges of any kind.

(ii)

The proposal was put to the vote and CARRIED unanimously.

Resolution 9.

SUBJECT No. 42.

To confirm the proceedings of the Commercial Committee for Interchange.

(FUNDAMENTAL RULE 1.)

Mr. H. P. Ball, Chairman of the Commercial Committee for Interchange, addressed the Conference as follows :—

As Chairman of the Commercial Committee for Interchange for the year 1927-28, I have the honour to place before you for confirmation the proceedings of the 3rd and 4th Meetings of this Committee.

In doing this, it has been customary to comment on some of the more important subjects which have been before the Committee, but in reviewing the proceedings for this purpose, I do not find any that stand out so prominently as to necessitate my taking up the time of the Conference discussing them. Twenty-one of the Conference subjects have been referred by the President for report to my Committee and these will be dealt with by the Conference separately.

The Committee continue to give their attention to the question of the simplification of the tariffs, while at the same time endeavouring to make those issued by the Association as far as possible complete in themselves, so that it should not be necessary for railways to issue their own tariffs.

The Claims Arbitration Committee which is composed of members of the Commercial Committee met twice during the year and disposed of 4 cases. The number of cases disposed of in the three previous years were :—

1926	..	..	..	..	..	15
1925	..	..	..	..	..	19
1924	..	..	..	..	..	24

and it would appear that the imposition of a fee has had the desired result of causing railways to settle the majority of their differences without recourse to arbitration.

The election of the following officers in vacancies caused during the year require confirmation :—

- (1) Mr. J. D. Westwood,
- (2) Mr. A. Peel Goldney,
- (3) Mr. D. H. Keelan,
- (4) Mr. J. H. Chase.
- (5) Mr. G. Peddie.

Proposed by Mr. Sinclair (Madras and Southern Mahratta Railway) and seconded by Mr. Stowell (North Western Railway)—

Proposal 10.

(i) *That the proceedings of the Commercial Committee meetings Nos. 3 and 4 as printed under Subject No. 42 of the Agenda be confirmed.*

(ii) *That the election of the following Members of the Commercial Committee for Interchange be confirmed :—*

Mr. J. D. Westwood (B. & N. W. Railway).

Mr. A. Peel Goldney (G. I. P. Railway).

Mr. D. H. Keelan (E. I. Railway).

Mr. J. H. Chase (N. W. Railway).

Mr. G. Peddie (H. E. H. the N. G. S. Railways).

Resolution 10.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 52.

Proposed introduction of new forms in place of forms I. A. F. T.-1720-A and 1720-B now used by Indian States Forces when travelling at their own expense and also when travelling on Government duty where the cost is borne by the Indian States concerned.

SUBJECT No. 53.

Proposal to substitute new forms of requisition for the present military warrant form C, form E and form of credit note.

(FUNDAMENTAL RULE 3.)

Proposed by Mr. Stowell (North Western Railway) and seconded by Mr. Hannay (East Indian Railway) —

That Commercial Committee's Resolution No. C/57 be accepted and Audit and Accounts Committee's Resolutions Nos. 4 and 9 be recorded.* **Proposal 11.**

* See Appendix D.

Commercial Committee's Resolution No. C/57.

The Commercial Committee have considered the forms proposed by the Army Department, as amended by the Audit and Accounts Committee for Interchange, and also Mr. Reynolds' note on the question of military concessions, generally. They consider the latter's proposals deserve a more careful examination than they are able to give in the short time at their disposal before the Conference. The Committee, therefore, recommend that the proposals in connection with Duty Voucher Form A and the Unaccompanied Baggage Certificate Form, and Mr. Reynolds' note, be referred back to them for further consideration, and that mean time the introduction of these two forms as also those proposed for the Indian States Forces be held in abeyance.

The Committee also recommend :—

- (a) the acceptance of the Audit and Accounts Committee's proposals in connection with Warrants forms B and C ;
- (b) the introduction of the proposed leave concession voucher form D to take the place of form E for officers travelling on leave in the form as per annexure A* (to be printed on blue paper). From the date of introduction of this Form D the present form E should be withdrawn and a modified form E as per annexure B† (to be printed on yellow paper) to be introduced for officers travelling on duty.

* See Appendix B.

† See Appendix C.

The books containing these forms to be machine-numbered throughout.

As a check against the use of forged (or bogus) vouchers, the Committee further recommend that the Army Department be asked to issue instructions to Units and Departments issuing forms D and E to submit monthly to the Audit Office of the Railway at whose stations these vouchers are presented a statement of the vouchers issued, giving the following particulars :—

- (a) Form No.
- (b) Date of issue.
- (c) Station at which to be presented.
- (d) Class of ticket to be issued (in the case of the proposed form E only).

The proposal was put to the vote and CARRIED unanimously.

Resolution 11.

SUBJECT No. 102.

Scale of accommodation for troops.

(FUNDAMENTAL RULES 3 AND 7.)

Proposed by Mr. Lloyd Jones (His Exalted Highness the Nizam's Guaranteed State Railways) and seconded by Mr. Russell (Great Indian Peninsula Railway)—

Proposal 12.

That the Army Department's proposals embodied in Railway Board's letter No. 668-T. of 10th September 1927 be not accepted.

Resolution 12.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 4.

Interpretation of rules 28 (a) and (e) (i) of Conference Regulations, Part II.

(FUNDAMENTAL RULE 1.)

Proposed by Mr. Rothera (South Indian Railway) and seconded by Mr. Pearce (Eastern Bengal Railway) —

Proposal 13.

That Resolution No. C/55 of the Commercial Committee be accepted.

Commercial Committee's Resolution No. C/55.

The Commercial Committee consider that it is incumbent on a station which re-seals a wagon to examine the contents and report any damage, and they therefore recommend that the views of the Nizam's Guaranteed State Railways should be accepted in the case in dispute. They do not consider that any alteration in the rule is necessary.

Resolution 13.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 34.

Interpretation of rule 55 (e) of Conference Regulations, Part II and rule 127 of Coaching Tariff No. 4.

(FUNDAMENTAL RULE 1.)

Proposed by Mr. Brayshay (Bombay, Baroda and Central India Railway) and seconded by Mr. Lloyd Jones (His Exalted Highness the Nizam's Guaranteed State Railways)—

Proposal 14.

That Resolution No. C/56 of the Commercial Committee be accepted.

Commercial Committee's Resolution No. C/56.

The Commercial Committee consider that the views of the Madras and Southern Mahratta Railway are correct, and recommend that the alterations proposed should be accepted in supersession of their Resolution No. C/39 and be given effect from the 1st October 1927.

NOTE.—The proposals of the Madras and Southern Mahratta Railway are :—
that rule 55 (d), (e) and (f) of Conference Regulations, Part II, be retained unaltered and that rules 21 (iii) and 22 (i) and (ii) of Conference Regulations, Part II and rule 133 of Coaching Tariff No. 5 (Rule 127 of Coaching Tariff No. 4) be altered as shown below :—

21. (ii) When a sender or his authorised Agent selects a dearer route as provided for in (i) above, a remark must be made on the invoice or way bill which will leave no doubt that the dearer route was selected by the sender. In

the absence of such a remark on the invoice or way bill goods traffic shall be dealt with under Regulation 22 (i) and parcels traffic treated as misdespatched and dealt with under Regulation 55 (c).

22. (i) When goods traffic is booked contrary to regulation 21, freight shall be collected and divided by the correct route.
22. (ii) When goods traffic is booked in accordance with regulation 21, but carried by a route other than the booked route, freight shall be collected and divided by the correct route.
133. *Parcels booked by dearer route at sender's request.*—When a parcel is required to be booked by other than the cheapest route, an authority to that effect will be demanded in writing from the sender or his authorised Agent and a suitable remark will be entered on the way bill and receipt which will leave no doubt that the dearer route was selected by the sender.

The proposal was put to the vote and CARRIED unanimously.

Resolution 14.

SUBJECT No. 9.

Proposed co-ordination of the rules for the interchange of rolling-stock in Chapter II and Appendices F* and G* of Conference Regulations, Part II.

*Now E and F.

(FUNDAMENTAL RULE 1.)

Proposed by Mr. Pearce (Eastern Bengal Railway) and seconded by Mr. Russell (Great Indian Peninsula Railway)—

That Resolution No. 39 of the Operating Committee be accepted.

Proposal 15.

Operating Committee's Resolution No. 39.

The Operating Committee recommend that clause 8 (iv) (a) [not 9 (iv) (a)] of Conference Regulations, Part II, be cancelled as it is redundant.

The proposal was put to the vote and CARRIED unanimously.

Resolution 15.

SUBJECT No. 16.

Treating and marking of non-water-tight wagons.

(FUNDAMENTAL RULE 1.)

Proposed by Mr. Brayshay (Bombay, Baroda and Central India Railway) and seconded by Mr. Stowell (North Western Railway)—

That Resolution No. 40 of the Operating Committee be accepted.

Proposal 16.

Operating Committee's Resolution No. 40.

The Operating Committee consider it inadvisable to mark wagons "non-watertight" as proposed by the Madras and Southern Mahratta Railway.

The proposal was put to the vote and CARRIED unanimously.

Resolution 16.

Note.—See also Res. 4 (xvii) page 25.

SUBJECT No. 87.

Claims for new and old wheels under rule 14 (c) of Conference Regulations, Part II.

(FUNDAMENTAL RULES 2 AND 7.)

Proposed by Mr. Hannay (East Indian Railway) and seconded by Mr. Stowell (North Western Railway)—

Proposal 17. *That Resolution No. 30 of the Operating Committee be accepted.*

Operating Committee's Resolution No. 30.

The Operating Committee recommend that under the arrangement agreed to in Resolution No. 26 of the 1926 Conference, the railway supplying the new wheels should retain the old ones and no charge should be made to the owning railway.

Resolution 17. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 28.

Operation and maintenance of the automatic vacuum brake on goods trains—Proposal that a penalty should be imposed on vacuum-fitted wagons the vacuum equipment on which is not in working order.

(FUNDAMENTAL RULE 1.)

Proposed by Mr. Brayshay (Bombay, Baroda and Central India Railway) and seconded by Mr. Russell (Great Indian Peninsula Railway)—

Proposal 18. *That Resolution No. 41 of the Operating Committee be accepted.*

Operating Committee's Resolution No. 41.

The Operating Committee recommend that the rules (Annexure A*) drawn up by the Sub-Committee be given an extended trial under working conditions by the East

* See Appendix E.

Indian and North Western Railways at Ghaznabad and a report submitted for discussion at the next meeting of the Committee both as regards the practicability of carrying out the test and any modifications considered necessary. For the purpose of this trial the test laid down in paragraph 7 of the Sub-Committee's report to be amplified as under:—

7. (a) to read:—"Create vacuum; the minimum to be 10 inches in any wagon."

Resolution 18. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 77.

Report of the Indian Railway Accounts Committee on the system of station accounts and audit procedure in force in England and America.

(FUNDAMENTAL RULE 2.)

Proposed by Mr. Brayshay (Bombay, Baroda and Central India Railway) and seconded by Mr. Rothera (South Indian Railway)—

Proposal 19. *That the report of the Secretary be recorded and that further consideration of the subject be deferred pending receipt of the report of the Bombay, Baroda and Central India and other Railways on the results of the introduction of rate registers.*

Resolution 19. The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 103.

Conveyance of furlough men booked on warrant at vehicle rates.

(FUNDAMENTAL RULES 1 AND 7.)

Proposed by Mr. Russell (Great Indian Peninsula Railway) and seconded by Mr. Sinclair (Madras and Southern Mahratta Railway)—

That Resolution No. C/59 of the Commercial Committee be accepted.

Proposal 20.

Commercial Committee's Resolution No. C/59.

With regard to paragraph 1 of note, the Commercial Committee recommend that, with immediate effect, the forms printed as Annexure C* be introduced to pass furlough men off and on to platforms at stations when travelling with parties booked on warrant at vehicle rates.

* See Appendix F.

With regard to paragraph 2 of the note the Commercial Committee recommend that in the event of general mobilization the following telegram should be issued to all stations —

Reservists producing their parchment certificates and men on furlough producing leave certificates should be given free tickets to stations at which their regiment is mobilising and receipt taken for ticket issued showing following particulars—name, regimental number, rank, unit. No. of parchment or leave certificate, station from and to, date of issue and signature.

The proposal was put to the vote and CARRIED unanimously.

Resolution 20.

SUBJECT No. 70.

Programme of subjects for the Mechanical and Engineering Sections.

(FUNDAMENTAL RULE 2.)

SUBJECT No. 81.

Formation of an Electrical Section of the Indian Railway Conference Association.

(FUNDAMENTAL RULES 2 AND 7.)

Proposed by Mr. Lloyd Jones (His Exalted Highness the Nizam's Guaranteed State Railways) and seconded by Mr. Rothera (South Indian Railway)—

That the programme of subjects for the Engineering, Mechanical and Electrical Sections be referred to the Executive Council.

The proposal was put to the vote and CARRIED unanimously.

Resolution 21.

The Conference adjourned to Monday, the 10th October 1927; the sub-committees sitting in the interval.

Proceedings of Monday, the 10th October 1927.

(OPENED AT 10-45 A.M.)

The members present were the same as on Thursday, the 6th October 1927, except that Mr. folliott Powell was absent and Major Gordon represented the Bikaner State Railway.

SUBJECT No. 75.

Publicity.

(FUNDAMENTAL RULE 2.)

The Conference went into Committee of Conference to discuss this subject.

MR. COLVIN.—This subject was referred to Sub-Committee No. 3 and we have recommended that the report of the Sub-Committee be recorded and that all railways be invited to submit further replies in time for consideration by the next Conference. I do not think I need say anything more. The Sub-Committee felt that some time must be allowed to pass before it would be possible to judge of the utility and the commercial value of the different steps towards publicity that have been taken by all railways.

MR. TYLDEN-PATTENSON, Chief Publicity Officer, State Railways, then addressed the Conference as under :—

1. It is a great honour to be asked to address this conference but one which I have had very much diffidence in accepting, for though I have had some previous experience in Publicity I realise fully that the few months in which I have worked as C. P. O. cannot justify my appearance here as an authority on the subject. Secondly I am not an orator and I do not desire to inflict myself upon you particularly when I know you have much important business to transact. I will therefore confine myself to a few remarks on what we have been doing and what we propose to do and will detain you for as brief a period as possible.

2. A short time ago Mr. Lloyd Jones showed me a Nizam's Guaranteed State Railways chart which set forth more impressively than any other document I have yet seen, the relationship of traffic and earnings under the principal sources of revenue. At a single glance the enormous preponderance of lower over upper class traffic on that line arrested one's attention. The former occupied a space of some inches, the latter a fraction of an inch in the diagram. Some systems in particular have of course relatively a greater proportion of first and second class passengers than the Nizam's Guaranteed State Railways but on all lines the lower classes are, as we all know, and as this chart emphasized, the mainstay of Coaching revenue. We are all agreed then, I think, that in dealing with coaching traffic, we should concern ourselves with the lower rather than the upper classes.

3rd class traffic.

3. On the 3rd class therefore the State lines have been concentrating their efforts especially and although it is not an easy matter at the outset, to tread what has hitherto been almost unbroken ground, I am confident as time goes on, that we shall achieve our objective.

4. Now 3rd class traffic can be developed by individual railways far more easily than by a central organisation, a knowledge of local conditions being essential to success. This does not mean that the central bureau cannot be of assistance. Indeed we claim that we can be of very great help, principally in the matter of co-ordination.

5. All State lines and some others have attempted methods for stimulating 3rd class traffic. All State lines have concentrated upon local and important melas and the E. I. R. in particular have moved very rapidly. The individual administrations have compiled booklets containing information in regard to the melas on their systems including the origin of those melas, the number of persons attending and the areas from which they are principally drawn.

6. The E. I. R. have waged active campaigns in those areas to develop traffic for the respective melas. Vernacular illustrated pamphlets dealing with the fairs concerned with suitable posters have been broadcasted in the villages, through local government officials, as well as through the railway staff at stations on the system located in the areas affected. Pilgrimage films portraying mela scenes have been exhibited freely.

7. The E. B. S. R. have gone ahead on very similar lines but have supplemented their activities by what I believe will prove most important innovations. I refer to their Demonstration Trains, Bazar Specials, and 3rd class conducted specials. The first do not directly perhaps affect 3rd class traffic to the same extent as the two latter but they arouse considerable attention and must lead to some response in the mofussil. If only a very limited result is achieved at the outset—this will gradually develop and we shall find that these trains will eventually become as popular and as much sought after in India and of as great benefit to this country as they are in other parts of the world. The bazar specials will encourage the habit of buying and will lead to a greater circulation of trade and people, and the conducted specials are already showing that there are numerous persons who, if looked after and taken in charge by someone responsible, are more than willing to make a sojourn to foreign districts and who would not in other circumstances be prepared to do so.

8. The G. I. P. have inaugurated a scheme for encouraging the use of marriage specials with reduced rates for transport coupled with active publicity. I am certain that direct increased revenue will result. They too have waged an intensive campaign to attract traffic from outlying districts to places of pilgrimage, melas and other interest. Their posters are of outstanding merit.

9. The N. W. Railway have worked in a similar manner and in one instance in particular—in connection with the opening of a new line and the facilities thereby afforded to the public for visiting a famous shrine—have produced an excellent and compelling poster in vernacular. They have also at certain stations appointed special information clerks to assist and give information to passengers in connexion with their journeys.

Central Bureau.

10. It would occupy much more time than you could afford to give me if I were to go into further details under this head, but I would like to point out that in many of the activities mentioned the Central Bureau has been able, by correspondence and by general meetings of the Publicity Officers, to co-ordinate the work undertaken, and to get useful schemes framed on one line, passed on and adopted on another—and sometimes on all lines.

Upper Class Traffic.

11. I must now touch upon upper class traffic Publicity both indigenous and foreign, and with other matters the direction and work in connexion with which, falls mainly upon the Central Bureau. In this traffic in the country itself, it is believed that much can be done to encourage and stimulate the travelling habit amongst the wealthier classes, and the State Railways are engaged in booming towns and places of importance or interest. It is considered that by intensive propaganda and by the provision of facilities in the shape of local and inter-railway conducted special trains we shall be able to encourage Indians and Europeans to go further afield and see the Country.

London Bureau.

12. In the matter of Overseas traffic, as is generally known, we have opened a London Bureau and the reports received from home are most encouraging. Traffic is being definitely secured but much more can be done and in this direction I am in need of assistance. The London Publicity Officer reports that enquiries for information

mation concerning places of interest on lines other than those managed by the State are most insistent. It is not possible for me yet to comply with those demands but if you will help me by supplying photographs and notes on the important centres of tourist or other special attraction on your lines, I can use them to very great advantage, for the development of business. The London Bureau in particular is not working in the interest of the State lines only but for India generally and we will welcome gladly your co-operation in this matter and do all in our power—in return therefor, to deliver the goods.

Advertising Agent.

13. We are supplementing our London efforts by the employment of an Advertising Agent who has produced in the leading Dailies, periodicals and monthly magazines, a series of excellent illustrated advertisements comparable with any and superior to many produced contemporarily under other auspices. To him we are also indebted for various articles and pictures on travel in India which he has from time to time inserted in important leading periodicals.

Reciprocal Publicity.

14. We have now placed our reciprocal publicity on a sound footing, with the four big English groups, with certain continental railways, with the Australian systems and last, but far from least, important the C. P. R. The Canadian Pacific Railway have a vast organisation and are able to deal with our publicity material very freely. They have distributed some thousands of our pamphlets throughout America and they have shown cinema films with which we have supplied them, in many theatres and halls throughout Canada and the States. The first film prepared was entitled "The Mystic East". It portrayed all the principal places of tourist or historic interest to visitors coming out. That film alone has been shown several hundreds of times in Canada and America. It was produced under the auspices of the Great Indian Peninsula Railway, as was also another film on Shikar. The latter has been sent out recently and has been popularly received in the States. Certain other films portraying the primary industries and agriculture were also prepared under the direction of the Great Indian Peninsula Railway administration, which I think most of you have seen. These films are in circulation now throughout the State Railway Cinema cars and it is hoped that they will achieve some measure of success in the direction for which they were designed.

15. This year we have produced a film on "Safety First", and several others on technical subjects. These have not yet been released but on Tuesday evening those of you who are present will see them at the Elphinstone Theatre. I will leave you to judge of their value.

16. There is one other point which I would mention of general interest, and that is reciprocal advertising with the press. I do not think it is generally known that the newspapers in this country are prepared to exchange press advertising space for poster space on platforms. On the G. I. P. Railway we have entered into an agreement with five or six of the leading papers and they give us very valuable space in their columns in exchange for poster space. Two other railways have adopted a similar arrangement and possibly some of you would like to make use of this idea.

17. The last subject which I have to mention is the Magazine. I referred a little while ago to advertising through an advertising agent in England. This is expensive and I believe we can do a great deal ourselves if we use the State Railway Magazine for that purpose. At the present moment it is not designed to achieve that particular object but we hope to progress on these lines and if anybody is willing to send me photographs and notes on places of interest which can be put into the Magazine, it will enable us to develop it rapidly and to use it for overseas publicity. The Canadian Pacific Railway and our London Office will be able to distribute some five thousand copies amongst hotels, clubs and other places where people meet and I think we shall be able to make the Magazine compete with any other of its kind.

I won't detain you any longer, gentlemen, I thank you for your patience.

President.—Gentlemen, in asking you to vote on the proposal, I think at the same time you would wish me to thank Mr. Tylden-Patterson very cordially for his most interesting address.

It was then proposed in Full Conference by Mr. Colvin (East Indian Railway) and seconded by Mr. Sinclair (Madras and Southern Mahratta Railway).—

That the report of Sub-Committee No. 3 of the Conference (Appendix J) be recorded and that railways take action in accordance with the suggestions made therein. Proposal 22.

The proposal was put to the vote and CARRIED unanimously.

Resolution 22.

SUBJECT No. 71.

Food and Water Supply—Methods adopted by different Railways.

(FUNDAMENTAL RULE 2.)

The Conference went into Committee of Conference to discuss this subject.

MR. SIEVWRIGHT, Chairman, in presenting the report of Advisory Committee No. 1, addressed the Conference as follows:—

1. To begin with, I would point out that the name of Mr. V. O. Raynor has been omitted inadvertently from among the names of the Committee members at the commencement of the printed report.

2. As regards the report, a great deal of detailed information had to be collected before the Committee could really get to work. This was done by means of a questionnaire, a copy of which is at page 10 of the printed report—and I have here to express the thanks of the Committee to the administrations who were referred to, for the very prompt and full manner in which the information was given.

3. The report is in two parts—

In the first part the Committee has endeavoured to give a bird's eye view of what is being done at present to supply good food and water to lower class passengers. From this review I think it will be found that much more is being done by all railways than is generally realized, and that Railway administrations are very much alive to the needs of lower class passengers. The second part consists of recommendations and suggestions on the matters referred for report. In making these, the Committee have endeavoured to be as practical as possible.

4. The appendices give information about existing Indian refreshment rooms and stalls and financial details of their own catering from the Bengal Nagpur and Madras and Southern Mahratta Railways which are referred to in the report. It was not found possible to reproduce the various plans and photographs of types of refreshment rooms and stalls on different Railways but the originals can be obtained, if desired, from the Secretary of the Conference Association.

5. Undoubtedly the most important point referred to the Committee was that concerning the advantages and disadvantages of departmental or contract systems of catering. For the reasons set out in the report we think it must be generally agreed that a system of departmental catering is the best. Under such a system there is complete control of the quality and methods of preparing food, of the prices charged and of the vendors. It is only by such control that the abuses of subletting and overcharging can be eliminated, and we have the experience of the Bengal Nagpur, Madras and Southern Mahratta and the South Indian Railways to show that departmental catering can be run to the benefit of the passenger as well as to the Railway.

6. It may also be mentioned that the outlay in introducing departmental Indian catering is very much less than any on European catering.

7. But whether a Railway administration prefers to run its catering departmentally or by contract it is very important that there should be a "whole time" supervising staff. Transport or commercial officials, who have their own work and problems to tackle cannot possibly give the time necessary to see that catering arrangements are all that they should be. In this connection I think it will be found that it will be necessary to pay the subordinate supervising staff higher wages where a contract system is in force, than under a departmental system in order to keep them beyond the considerable temptations they will experience.

8. As regards the other items referred for report there is little to say beyond what is in the printed report. The following recommendations may however be emphasised. The provision of bathing places in or near all Indian refreshment rooms. Many castes will not partake of food unless they have first bathed, and unless there are these facilities they have to go for long periods without food.

9. The necessity for adequate supervision by medical departments over the quality and preparation of foodstuffs, and the periodical medical inspection of vendors and all who are concerned in the preparation of food and, finally, the carriage of cooled drinking water on all long distance trains.

That, Gentlemen, concludes my remarks.

10. MR. PEARCE: Mr. President, before proposing that the report of Advisory Committee No. 1 be recorded, I wish to add the thanks of the Conference to Mr. Sievwright and the Members of his Advisory Committee for the valuable report that has just been so ably presented to this Conference.

11. Mr. Sievwright's Committee have taken infinite pains in co-ordinating and abstracting the present position in regard to the commissariat comforts of passengers on the Railways of India. In Part II of their report valuable recommendations and suggestions are made for the improvement of those comforts.

12. It must now be left to the individual Administrations to adopt these suggestions so ably collected and condensed by the Advisory Committee in so far as they are suitable to the particular circumstances of each railway.

13. In conclusion it is my privilege on behalf of this Association to express the very sincere thanks of the Conference to Mr. Sievwright and the Members of Advisory Committee No. 1 for their valuable assistance and the time and trouble they have devoted to the consideration of this subject.

14. MR. LLOYD JONES: I should like to add my thanks to those of Mr. Pearce to the Committee for the excellent manner in which they have dealt with the questions that were put before them though I think, in some ways, they have left us rather in the air. They emphasise the need for a supply of cool drinking water. The great problem is to know how to ensure cool drinking water at stations. Various methods have been tried; one method we have tried was to construct a special kind of porous concrete tank. These tanks have not been as successful as we hoped they would be and I think possibly when the Engineering Committee have time, they might consider practical measures for providing a supply of cool drinking water at stations and also type designs for bathing places. Various types of bathing places are in use on platforms and the usual trouble is to give people a conveniently arranged bathing place without an undue waste of water. I suggest that this also is a subject which, when the Engineering Committee have sufficient time to devote to it, might be placed on their Agenda.

15. I think the suggestion to provide travelling shops on trains is an excellent one. I was very much struck, a short time ago, with the use made of small food stalls on the Great Indian Peninsula Railway. We were stopping for a quarter of an hour or twenty minutes at a station early in the morning, and I watched the passengers having their morning meal. There was an excellent supply of Indian food provided in the usual round canisters and while the train was stopping, I saw one canister replenished five times and the passengers, both Indian and Anglo-Indian, were taking their supplies on leaf plates, it was by no means only the poorer class of passengers who were patronizing the vendor. I saw several second class passengers and obviously well-to-do third class passengers obtaining their supplies in this way and it struck me that the method was admirably adapted to the customs of this country. If this method is used in conjunction with travelling shops on the train, it seems to me that it is more likely to suit the needs of the Indian public than refreshment rooms which are suited to European habits.

I would like again to express my obligation to the Committee for their report.

It was then proposed in full Conference by Mr. Pearce (Eastern Bengal Railway) and seconded by Mr. Colvin (East Indian Railway)—

That the report of Advisory Committee No. 1 be recorded.

The proposal was put to the vote and CARRIED unanimously.

Proceedings of the Mechanical Section—Meeting No. 1—Subjects Nos. 19, 58, 59, 60, 61, 62 and 70.

(FUNDAMENTAL RULE 2.)

MR. ROTHERA : I beg to propose that the report of the Mechanical Section be recorded and if I may, Sir, I should like to add to this proposal the thanks of this Conference to the Members of that Section for the work that they have done for the Association during the current year.

2. While it is regretted that owing to the unavoidable absence of Mr. Cole the report on the working of this Section cannot be presented to this Conference in the usual way, from a perusal of the proceedings of this Section there is, I think, little doubt that considerable care and thought has been devoted to the consideration of the subjects which have been placed before it.

3. I myself am not a Mechanical Engineer and what strikes me from the subjects which have been considered this year by the Mechanical Section is that there is a tendency for this section to concern itself mainly with items which, while they may be of interest to Mechanical Engineers, refer primarily to details rather than to the larger and broader technical problems connected with that Department and with the development of Railways as a whole, which to my mind is really the principal function of this Association and I think also of the technical sections constituted by it.

4. In this connection I would call to mind that both the Hon'ble Member for Commerce and the Chief Commissioner of Railways in their interesting speeches to us at the opening of the present Conference warned us not to be so pre-occupied with the details of our work as to neglect the more important matters of policy and development which confront us. Although I realise that it is one of the functions of our Technical Sections to consider and deal with all kinds of technical subjects which may be referred to this Association by individual Railways or by the Railway Board, there is to my mind, frequently the danger of a tendency for small detailed items, which are purely of technical interest, to receive more prominence than they deserve to the detriment of the consideration of larger subjects which are of greater interest and utility in the general development and progress in the working of Railways as a whole. It seems to me that many of the items considered by the Mechanical Section during the past year are not of sufficient importance to warrant their discussion by a meeting of the principal Mechanical Engineers on all the Railways in this country. My feeling is that the primary function of the Mechanical Section should be to devote their energies to the consideration of larger subjects which are of general interest in the development of Railways, such as the methods to be adopted for ascertaining the economic life of rolling stock, or the improved methods of carrying out the various processes in our workshops, to mention only two of the subjects this section will consider during the ensuing year, or, possibly in co-operation with the Operating Committee, the question of the conservation of locomotive power by pooling or other such methods, a subject which has recently been referred to this Association by the Railway Board; dealing with what I describe as purely technical items, which are referred to the section from time to time by the Conference, generally by correspondence and by a postal vote.

5. The Mechanical Section naturally inherits many of the traditions of the old Locomotive and Carriage Superintendents' Committee which it recently replaced and admittedly there is much in these traditions of which to be proud, but it must be remembered that the old Committee was constituted mainly to deal with questions arising out of the interchange of rolling stock. They were therefore obliged to concern themselves with a large number of details of little technical interest in order to interpret and formulate the rules for the interchange of stock. These duties have now been transferred to the Operating Committee for Interchange and to the Director of Wagon Interchange, and the Mechanical Section are now free to devote themselves to the larger technical questions concerned with Railway development and economics for which Railway Mechanical Engineers have to find a solution. I feel that the Mechanical Section have not yet fully appreciated the changes which have taken place in the functions of the old Locomotive and Carriage Superintendents' Committee as compared with present day requirements and when they do so, I have little doubt that the value of their proceedings will be correspondingly enhanced.

6. I would also suggest for the consideration of the Mechanical Section the adoption of the system of appointing reporters for various subjects, which has been introduced this year by the Engineering Section. This system appears to me to have many advantages in that it divides up the preliminary work required for the preparation of the subjects submitted to the Section for consideration and ensures that when the Committee comes together for discussion, one member at least has before him all the information which is required to enable the Committee thoroughly to consider each subject. This in itself must, on account of the fact that definite information has already been collected, tend to ensure the fullest consideration being given to each subject when the Committee meets, and must also reduce the time required for such consideration, thus increasing the capacity of the Section for the investigation of a larger number of subjects.

7. Mr. President, my remarks may possibly appear to be a criticism rather than an appreciation of the work that the Mechanical Section has done during the past year but I beg to submit that it is by criticism that progress is generally made and I can assure you, Sir, that although I have ventured to offer these remarks for the consideration of the Mechanical Section, my appreciation of the work that they have carried out for the Association during the past year is none the less sincere and that it fully deserves the thanks of this Conference.

8. Mr. STOWELL: I wish to associate myself entirely with the very useful suggestions made by Mr. Rothera in his remarks on the report of the mechanical section, and to second his proposal.

9. Mr. LLOYD JONES: I am sure there must be many delegates who have remarks to make on this subject, although as Mr. Rothera said the present resolutions deal mainly with details. In the first place, I should like to point out that the formula which the Committee have suggested in Resolution 2 is not really correct; it would be correct only if a rupee in my pocket was as good as a rupee given to me 50 years hence. Two other subjects are of particular interest to administrative officers. One of them is the subject dealing with boiler compounds. The Committee have concluded that water softening is very much cheaper than the use of compounds mixed with the water. I know my Railway spends relatively large sums of money on the purchase of boiler compounds so that the resolution is of considerable interest to me. I suggest that the Mechanical Section might go into the matter still further and compare the suitability of various systems of water softening for Indian Railway conditions. Another resolution which is obviously of great administrative importance is in regard to the use of steel castings for rolling stock. The representative of the Gwalior line recommended the use of steel castings in place of cast iron and pressed steel. I may say I am not speaking with any technical knowledge of the merits of the proposal but merely as an administrative officer. It was stated that considerable economies could be effected by the use of steel castings. On glancing through the replies of the different railways, I find that this advantage has not been seriously contested. The representative of the Gwalior line who brought forward the suggestion, also said that no technical disadvantage had been found to the use of steel castings on the Belgium Railways. From the view of the administrative officer therefore this is a suggestion which merits very serious consideration by Mechanical Engineers. I think that under the circumstances their resolution is rather too cautious. They say that when it is found economical to use them, the use of steel castings should be considered. I think that this does not take us very far and we might have expected more help from this Committee of experienced officers. I suggest that the Mechanical Section should consider placing this subject on their Agenda for further enquiry.

It was then proposed by Mr. Rothera (South Indian Railway) and seconded by Mr. Stowell (North Western Railway)—

That the report of meeting No. 1 of the Mechanical Section be recorded and that the following subjects be referred to the Section for report during the ensuing year:—

1. *Paint for coaching stock—with special reference to the report on paints of the Government Test House, Alipore, to the Indian Stores Department.*
2. *Tank wagons for the carriage of petrol in bulk.*
3. *Treatment of water for locomotive purposes.*
4. *Adoption of a standard brake block adjuster and hand brake lever adjuster.*

5. *The question of extent to which electric welding is permissible on boiler work.*
6. *Line clear pick-up apparatus—Standardisation of.*
7. *Small radius at the end of carriage and wagon journals.*
8. *Profile for engine tyres.*
9. *Uniform (proper) condemning sizes for journals and crank pins, etc., of standard engines. (Mr. Cole's Committee's report).*
10. *Standard locomotives—Iron versus steel for tenders.*
11. *Suspension of wagon springs.*
12. *Types of machinery and layout of a machine shop for an engine shed with about 50 engines situated 200 miles or so from the main shop.*
13. *The best type of wheel lathes for—*
 - (a) *locomotive coupled wheels*
 - (b) *rolling stock wheels.*
14. *Buffer hook lifting rigging.*
15. *Methods to be adopted for ascertaining when rolling stock has passed its economical life limit and should preferably be scrapped and replaced.*
16. *Accidents in Railway Workshops.*
17. *Construction of Railway carriages of timbers other than teak.*
18. *Latrine arrangements in servants' compartments—How they have been and how they can be provided.*
19. *Portable emergency tool box with tools and standard dimensions for.*
20. *Revision of rule 9(c) of the rules for Train Examiners—Patch plates on axle guards.*

The proposal was put to the vote and CARRIED unanimously.

Resolution 24.

Proceedings of the Engineering Section—Meeting No. 1—Subjects Nos. 63, 64, 65, 66, 67, 68, 69 and 70.

(FUNDAMENTAL RULE 2.)

MR. ARNOULD, Chairman, in presenting the report of the Engineering Section addressed the Conference as follows:—

1. In submitting to you the report of your Engineering Section for the current year I should like, with your permission, to make a few remarks on certain points connected with the work of the Section.

2. Our meeting this year, which took place on June 30th and two following days, was attended by representatives of 15 Railways. This meeting was the first of its kind and we were therefore to some extent handicapped in dealing with our Agenda of 8 items since no regular scheme had been formulated for doing the preliminary work on the various subjects before the meeting opened. You will notice that in our Resolution No. 8, which gives the subjects of which discussion is recommended at the annual meeting in July next, the principle of appointing reporters for each subject has been adopted. I think the adoption of this principle will enable the meeting to concentrate on the discussion of the more essential features of each problem and add greatly to the usefulness of the work done by the Section.

3. You will observe that in the report there is no record of the discussion which led up to the Resolutions which we have recorded. I have to admit that I was solely responsible for this omission but I now think it was a mistake not to place on record at any rate the gist of the remarks made by members in the course of the discussion. I think that at future meetings of the Section arrangements should be made to rectify this omission.

4. With regard to the resolutions which were passed at our meeting, I presume you will not wish me to occupy your time by describing the reasons which led to the adoption of Resolutions 1, 2, 3 and 5.

5. In Resolution No. 4 you will note that we have recommended that the Signal Engineers Advisory Committee—which I suggest might perhaps be better described as the Advisory Committee of Signal Engineers, should consist of the Signal Engineers of all Class I Railways. Our reason for this was the feeling that Signal Engineers are somewhat apt, individually to become obsessed by ideas which are not necessarily shared by the majority of the members of their profession.

It was therefore thought that this is a case in which the best results are likely to be obtained from a multitude rather than a select number of councillors.

6. The subject of Resolution No. 5 on the other hand is obviously one which can only be handled by a small Sub-Committee. The Railway Board's Bridge Engineer Sub-Committee has already done such excellent work in the revision of the Bridge Rules that we felt we could not do better than refer the matter to them.

7. Resolution No. 7 refers to a very large subject—a subject in connection with which I feel confident that the annual meetings of this newly formed Section will be productive of much good in stimulating interest in new methods of maintenance. In certain respects I feel we have laid ourselves open to the accusation of having adopted a reactionary attitude. An overwhelming majority—of which I am one—held the opinion that the organisation of both the subordinate supervising staff and the gang men now in general use is that best suited to Indian conditions. We do however feel very strongly that action on the lines indicated in the latter half of the resolution is urgently called for.

8. Finally with regard to Resolution No. 8, I have to report that no additions to the 9 subjects included therein have reached me hitherto. August 31st last was named as the time limit for the submission of additional subjects but I have no doubt that if any members of this Conference have proposals to make now it may still be possible to bring such additional subjects before the next annual meeting of the Engineering Section.

9. MR. LLOYD JONES : Mr. President, I am to some extent responsible for the formation of the sections whose reports we are now considering and as this is the first session at which we have recorded their reports I should like, if you will allow me, to give my views as to the manner in which this Conference should deal with them.

10. The reports of the Advisory Committees deal with technical subjects but we have to consider the bearing of their resolutions on the administration of railways. I take it, therefore, that the discussion of the reports by the Conference would not usually be of a technical nature although presumably it is open to any delegate to challenge the merits of the resolutions from a technical standpoint if he desires to do so. Many of the resolutions of our technical committees have an important bearing on administration and after these officers have arrived at their decisions it is for us to consider what effect these decisions would have on the earnings, revenue expenditure and capital expenditure of our Railways. I have no doubt that discussion on these lines will not only be useful to us but useful also to the sections whose decisions we are considering. It will give them an idea of the relative importance we attribute to the subjects they are discussing.

11. I should like to remark on the form of the proceedings—although the Chairman of the Engineering Section has anticipated a good deal of what I had to say. At a meeting of the principal technical officers of the Indian Railways the resolutions they pass can only incorporate that opinion which is common to all, or practically all, those officers present. In a meeting of this kind there must be big differences of opinion between individual members so that the resolutions adopted at their meetings are the least important part of their proceedings. It is our object to obtain for Indian railways the benefit of the advice and experience of all these technical officers and a précis of the discussion, as full as possible, would be of the greatest use to us. I might refer to one of the appendices of the report of the Engineering Section ; which deals with the discussion between Agents of railways and the Railway Board and I would ask you to notice how much more useful is a report of that kind than a mere resolution incorporating that opinion which is common to all the speakers. The Engineering and Mechanical Sections consist of officers who have spent a life-time at their profession and have arrived at positions of eminence. It is greatly to be deplored that so many of these officers leave this country with very little record of the valuable experience they have gained and which, therefore, is lost to us. If these experienced officers would only give the Conference the benefit of their advice and record more or less fully their discussions of the subjects before them they will be conferring a great benefit on Indian railways.

12. I have not very much to say about the actual resolutions which have been passed by the Engineering Section at their first meeting. In regard to the proposed Signal Engineers' Advisory Committee, I might point out that the Engineering

Section have full powers under their constitution to form a committee of this kind. Sections can form whatever sub-committees they consider necessary and therefore the formation of a Signal Engineers' sub-committee is entirely within the competence of the Engineering Section.

13. It is to be regretted that the Engineering Section adopted the second part of their resolution No. 5 in which they refer a subject back to the Railway Board's Bridge Committee. Delegates will remember that we had some little trouble in arranging with the Railway Board that we should form sections to deal with technical subjects and it is unfortunate that one of the first actions of the Engineering Section was to refer back one of its subjects to the Railway Board's Committee. This resolution of the Engineering Section cannot be given effect, except with the consent of the President, and I understand that the President does not intend to send the reference on to the Bridge Committee. I hope, therefore, that at some future time the Engineering Section will be able to place this subject of the strength of masonry arches again on the Agenda of their business.

14. I believe most railways are interested in Subject No. E-5, which concerns the undertaking of railway surveys by the Survey Department of the Government of India. My railway is interested in the subject and we are in touch with the Survey Department with the object of arranging for some of our Surveys to be carried out by them. I do not think it is necessary for the Conference to adopt any resolution on this subject.

15. I congratulate the Chairman and members of the Engineering Section on the very promising start they have made with their work. They are to be congratulated particularly on the system of appointing reporters which, I believe, they have introduced at the instance of the Chief Commissioner. I have also to congratulate them on the choice of subjects, a list of which include several subjects of first importance to railways. I think it might be as well to point out that sections are ill advised to come to a premature decision on subjects regarding which they have not obtained all the data necessary to arrive at a decision. In such cases there is no reason whatever why they should not defer their report until the following year.

It was then proposed by Mr. Lloyd Jones (His Exalted Highness the Nizam's Guaranteed State Railways) and seconded by Mr. Russell (North Western Railway)—

That the report of meeting No. 1 of the Engineering Section be recorded and that Proposal 25. the following subjects be referred to the Section for report during the ensuing year :—

1. *Permanent way maintenance.*
2. *Training of P. W. Subordinate Staff.*
3. *To consider the effect of 22½ and 25 ton axle loads on existing arched bridges.*
4. *To consider the design of workmen's dwellings.*
5. *The standardisation of track tools and appliances.*
6. *Methods of changing girders under traffic.*
7. *Rebuilding arches under traffic.*
8. (a) *The unit pressures allowed on foundations of various classes of structures on different soils.*
 (b) *Results of actual tests showing what unit pressures different classes of soils can safely support at various depths.*
9. *Means of transport to be maintained by officers on surveys and constructions.*
10. *To report on the experience that has been gained in India and the benefits derived from track circuiting and power signalling.*
11. *To draw up regulations to govern the speed of trains permitted on curves.*

The proposal was put to the vote and CARRIED unanimously.

Resolution 25.

SUBJECT No. 72.

Commercial Statistics.

(FUNDAMENTAL RULE 2.)

MR. NEELY.—Chairman, in presenting the report of Advisory Committee No. 2, addressed the Conference as under :—

1. In framing our report on Commercial Statistics, we have endeavoured to give a full and clear explanation as to the reasons for which our various recommendations have been made, and I do not feel that I can usefully add much to them. Our report may appear lengthy but our terms of reference covered a large field and our difficulty was to decide what matter should be excluded rather than the points on which we should submit recommendations.

2. Broadly speaking, our report can be divided into two parts—(1) the recording of existing statistical practice on Railways; the additional Commercial Statistics suggested by Railways; and the extent to which regularly compiled Commercial statistics are actually used by Railways. The other part is mainly concerned with our recommendations.

3. On pages 25 to 27 we have tabulated a list made out under the three heads, Coaching, Goods and Miscellaneous, of what the Committee consider to be the essential statistical requirements of the larger Railway systems. The list may appear somewhat formidable, but as a matter of fact a large number of the items are being compiled—at present mainly for the Railway Board. Preliminary to making out this list we have enunciated certain principles by which we have been guided and the first of these principles is to the effect that the Commercial Department requires the breaking up of aggregates into their component parts in order to secure the details necessary for effectively controlling the business side of Railway working. It is this principle which underlies the whole of the various recommendations we have made, and to which I will refer briefly.

4. We have pointed out that in the case of those Railways with more than one gauge, the number of passengers carried by classes excluding gauge to gauge traffic should be introduced. The reason for this is that traffic carried over the line as a whole should consist of originating—Foreign Inwards and cross traffic only. The figures in Items 3 and 4 of Railway Board's Revenue and Expenditure statement, page 57, however include in addition traffic from a different gauge of the home line which means certain passengers are being accounted for more than once.

5. Turning to Abstract 1 (Coaching Earnings) of the Annual Financial Statements reproduced in Appendix 10-A at page 60 of the Report, the proposals are :—

- (1) that the number of passengers by classes should be incorporated in this Abstract in future;
- (2) that the present sub-head 1 (b) (1) "Return tickets at reduced fares and week-end and holiday excursion tickets" should be replaced by three sub-heads in our list—
 - (a) ordinary return tickets,
 - (b) other return tickets,
 - (c) week-end return tickets;
- (3) that the numbers and earnings of cheap excursion tickets during holiday periods such as X'mas and New Year, Easter, Durga Pujah and Mohurram, should be regularly extracted;
- (4) that the total numbers and earnings of all such holiday excursion tickets should be included under the present item 1 (b) (iii) of this Abstract, viz., "Other descriptions of concession tickets," in future.

6. Under the head of zone mileage statistics, which are not standard returns at the present time, the proposals embrace :—

- (1) Numbers and earnings of passenger traffic by classes.
- (2) Tons and earnings of Goods traffic by selected commodities.
- (3) Tons and earnings of Parcels traffic.

7. Most Railways, it is understood, either already compile or are arranging to regularly extract passenger zone statistics.

8. A point to be borne in mind, however, is that it might be deemed advisable in the case of those Railways having an appreciable amount of traffic moving at ordinary return, week-end, and holiday excursion tickets to exclude them from this compilation, otherwise it means mixing particulars relating to passengers carried at varying bases of charge.

9. The same recommendations which we have made in regard to excluding gauge to gauge passengers from the number of passengers carried naturally also applies in the case of the tons of goods carried.

10. We have recommended in order to secure commercial ton miles, or, in other words, ton miles of purely public traffic, that the existing combined figure of fuel for the public and foreign railways given under net ton miles, Appendix 12, should be separated. These latter are not quite so important to the Commercial Traffic Manager as the commercial ton miles to which we have referred as the growth of public traffic is what the Commercial Department is mainly concerned with and therefore a figure which eliminates other factors should, it is considered, be provided.

11. As regards statistics relating to outward and inward passenger and goods traffic referred to in paragraphs 72, 78 and 79, we have advocated their compilation and publication in the type of statement illustrated at page 32 together with the maintenance of a summary of the totals appearing in such statements for a series of years in the forms reproduced at pages 33 and 34. This summary will readily indicate any fluctuations under the principal heads of traffic which may need further investigation with the aid of the outward and inward figures by station.

12. We have recommended the compilation of commodity zones statistics because a large percentage of the more important commodities are charged at telescopic rates over the principal Railways and it was apparent that the only practicable method of testing the effect of such scales of charges is to examine the figures for each commodity over varying leads with the aid of suitable zones statistics.

13. We have also recommended the compilation of commodity ton miles by selected commodities in those cases where a commodity is considered of sufficient importance to undergo examination and for which commodity zones statistics have not been compiled and for which the justification of compiling commodity zones statistics does not exist as referred to in paragraph 81, page 35 of the Report.

14. As will be seen from Appendix 17, pages 70 and 71, several Railways maintain in their annual Revenue statistics station to station traffic, passenger and goods. The Committee could find no justification for extracting figures of passenger traffic in station to station form and have recommended their discontinuance where they are at present compiled.

15. As far as goods traffic is concerned, as indicated in paragraph 82 at page 35, all that the Committee can anticipate is a very occasional call for station to station statistics by commodities and such returns therefore are a matter to be determined by individual Railways as circumstances may dictate.

16. Under the head "Miscellaneous", the Committee have recommended the use of statistics in connection with "Refunds of revenue" "restrictions in booking of traffic" and "delay in the transport of goods and parcels" in the forms reproduced in the report and referred to in paragraphs 83, 84 and 85.

17. At page 43 we have suggested a form which we think might be of use to the Head of the Commercial Department as it will give him a general idea of the results of the working of his Department during the month. We have also commented on the value of graphs, the necessity of the Commercial Department being acquainted with the method by which basic figures are maintained in Statistical and Audit Offices, so that they can appreciate the work involved and the means by which results are arrived at when any special compilations are called for by them.

18. We have had to relegate certain subjects which we suggest should be dealt with by a future Committee. These remarks I think cover the main features of the Report.

19. I may conclude by stating that the members of the Committee were in complete unanimity in regard to our recommendations and I trust therefore that there

is nothing in the report which can be looked upon as in any way contentious matter.

20. Mr. President, I beg to submit the report of your Committee on Commercial Statistics.

21. Mr. COLVIN.—Before I propose that the report of this Committee be recorded, I do not think I shall be out of order if, on behalf of the Conference, I take the opportunity of congratulating its Chairman and the Members on the excellence of the report which they have submitted. The more carefully one reads the report, the more one is struck with the painstaking thoroughness with which the subject has been investigated and the more one realizes how much time and thought must have been expended on it. Knowing, as we all do, how the time of the Railway official out here is fully taken up in keeping abreast with the ordinary day's work, I think it must be pretty clear to all of us that the preparation of an exhaustive report such as this has only been rendered possible by the fact that the Chairman and the Committee have ungrudgingly given up large slices of their spare time to the work. In my opinion this report is going to be of invaluable use to every Railway, for by a careful study of it, each individual Railway will be able to check its methods against those which other Railways have found most useful, and in doing this I feel certain that each of us will find numerous directions in which our own methods are capable of improvement. It is not necessarily a question of a complete standardization of our methods—the nature of the information required by different Railways probably varies too largely to render total standardization desirable—it is to my mind more a question of picking the brains of other Railways and when we find a really bright idea, annexing it forthwith for our own purpose. This report gives us a splendid opportunity of indulging in this species of mental larceny and I for one am most grateful to this Committee for facilitating the series of thefts I quite shamelessly propose to commit.

22. Having thus light-heartedly cast the Chairman of this Committee for the part of Fagin in *Oliver Twist*—you will remember that Fagin was an enterprising Jew who ran a school for young pickpockets—I think I had perhaps better terminate my remarks before I get myself into further trouble.

It was then proposed by Mr. Colvin (East Indian Railway) and Seconded by Mr. Russell (Great Indian Peninsula Railway)—

That this Conference recommends :—

Proposal 26.

- (i) *That the report of Advisory Committee No. 2 on Commercial Statistics be recorded and that railways be requested to intimate to the Secretary before the next Conference in what respects they have been able to give effect to the recommendations therein contained ;*
- (ii) *that a copy of the report be submitted to the Railway Board for consideration of the proposals made by the Committee so far as they affect the form of existing standard returns ;*
- (iii) *that the following Advisory Committee be appointed to report on the relegated subjects named in the report during the ensuing year—*

Mr. T. R. Neely.—Bengal Nagpur Railway (Chairman).

Mr. E. M. Burn.—H. E. H. the Nizam's Guaranteed State Railways.

Mr. J. C. Rose.—East Indian Railway.

Mr. C. G. W. Cordon.—Madras and Southern Mahratta Railway.

Mr. C. A. Crawford.—East Indian Railway (Honorary Secretary).

Resolution 26.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 73.

Mechanical coal handling plant at loco shed.

(FUNDAMENTAL RULE 2.)

The Conference went into Committee of Conference to discuss this subject.

MR. CASE, Chairman, in presenting the report of Advisory Committee No. 3, addressed the Conference as under :—

1. A series of meetings to consider "Mechanical Handling of Coal" were held in Calcutta on the 18th, 19th and 20th of August 1927. In addition, the following inspections were made :—

Narculdanga engine shed, Eastern Bengal Railway, Calcutta.

The Calcutta Port Commissioners' coal handling plant at Kidderpore.

The Calcutta Electric Supply Corporation's coal handling plant at Cossipore.

2. A large number of proposals by commercial firms were scrutinized and the views of certain selected experts, including the Chief Mining Engineer, were considered. The Committee wishes to record a keen appreciation of the courtesy accorded to members by the officials of the Calcutta Port Trust and the Calcutta Electric Supply Corporation and expresses regret that Mr. F. J. Page found it necessary to resign the Chairmanship and Mr. R. L. Ray found it impossible to attend the meetings. The Committee wishes to thank Mr. F. H. Tern-Duff, Mr. Ray's representative, for his valuable criticisms and suggestions.

3. After receipt of the original draft report, Mr. P. A. Edwards (G. I. P. Ry.) signified his disagreement with certain points. He was invited to submit a separate note for incorporation in the report, and his note has been circulated with the report.

After quoting from the report Mr. Case continued :—

4. I invite your particular attention to the Peak Loading diagrams on page 9. Indeed, an examination of the various diagrams shown in the report will convey more than lengthy descriptions.

5. MR. RUSSELL.—Mr. President, it gives me great pleasure to open the discussion on the report which has just been submitted by Mr. Case. I am quite sure you will agree with me that this report on the economical handling of coal is a very valuable contribution to the proceedings of the Indian Railway Conference Association, that we all appreciate the great labour which it must have entailed, and that the members of this Committee are to be congratulated on the clear case they have put forward for a change in our present method of dealing with the enormous quantities of coal used by Railways every year. We have all heard the argument that because labour is cheap in India there is little necessity for employing labour-saving devices. The fallacy of this argument has been proved over and over again, and this report proves that cheap labour, when improperly applied, becomes most expensive labour.

6. The Committee have touched, so far as I can see on practically all the details of the subject. I do not propose to go into those technical details. I do not feel competent to do so. I shall leave this to others who are in direct touch with the subject and, therefore, more conversant with the details thereof. There is one point, however, to which I would like to draw attention. On page 3 of this report Mr. Case gives figures showing the cost of handling in America, with up-to-date methods, against the cost of handling in this country. These figures are most interesting (of course the circumstances are different): the cost in America works out at 2 annas 6 pies per ton, whereas the figure for India goes as high as 9 annas per ton. These figures alone prove the necessity for adopting, in certain circumstances, which have been detailed fully in the report, special mechanical plant for the handling of coal.

7. Apart altogether from the actual mechanical handling of coal, the Report gives many useful hints, on such subjects as storage of coal, etc., all of which are worthy of consideration.

It was then proposed in full Conference by Mr. Russell (Great Indian Peninsula Railway) and seconded by Mr. Stowell (North Western Railway)—

Proposal 27. *That the report of Advisory Committee No. 3 on the mechanical handling of coal be recorded.*

Resolution 27. The proposal was put to the vote and CARRIED unanimously.

SUBJECT NO. 74.

Geneva Convention—Report of Advisory Committee No. 3 appointed under Resolution No. 51 of the 1925 Conference to enquire into its application to railways in India.

(FUNDAMENTAL RULE 2.)

The Conference went into Committee of Conference to discuss this subject.

MR. SCOTT, in presenting the report, addressed the Conference as follows :—

In the absence of Mr. Watson, the Chairman of the new Advisory Committee appointed at the Conference of 1926 to further enquire into the application of the Washington and Geneva Conventions to railways in India, I have been called upon to present the report of the Committee.

2. The report explains the documents considered by the Committee.

3. I would, however, explain in the first place that the Committee in their deliberations kept before them two essentials which stood out in the papers at their disposal, 1st, that the ratification of the Conventions involved an obligation on the Government of India to give them the widest possible application and to keep the number of employees not obtaining the benefit of the Conventions to the lowest possible limit ; 2nd that the benefit of the Conventions should be granted without any very great expenditure.

4. The Washington Convention prescribes a principle of a 60 hour week.

The Geneva Convention prescribes in every period of seven days a period of rest comprising 24 consecutive hours.

Both Conventions permit exceptions.

I would here remark that the Committee assumed that the principle of a 60 hour week meant 60 hours on duty and not hours of actual work.

5. The Committee after considering the nature of the duties of the various classes of staff proceeded to divide the staff into different categories, *i.e.*, those who should be excepted from both Conventions, those who should be given the benefit of either Convention and those who should be given the benefit of both Conventions and they have been shown accordingly in the report ; and in explanation of our classification, I would explain briefly as follows :—

6. In paragraph 5 A is given a list of staff whom we consider should be excepted from both Conventions. Supervising staff are recommended as exceptions to both Conventions taking Article 2 of the Washington Convention as a guide and from the nature of their duties and further in view of the fact that in ordinary circumstances their hours of duty come within both Conventions.

7. The work of the other classes of staff mentioned in this paragraph is essentially of an intermittent nature, in view of which the Committee considered it unnecessary to bring them under either Convention. Staff such as Gatemen, Sweepers, Watchmen, etc., may have long hours of duty but their work is not arduous from any point of view and it would be an extravagance to bring any of them under either Convention and in the case of the "weekly rest" it would not be an easy matter

to arrange relief, further it is doubtful whether such staff themselves want a compulsory day's rest. For the same reason the Committee recommend that the Conventions should not apply to certain station and yard staff whose work is of an intermittent nature and have suggested that the exception should apply to such staff at stations which have 6 trains or less each way in the 24 hours, which brings them into the category of staff with work of an intermittent nature.

8. We now come to staff whom we consider should be brought under one or both of the Conventions. The Committee bearing in mind that they must be brought under the Conventions without any very great expenditure endeavoured to work some scheme whereby such could be done by "bundobust," and have accordingly recommended a method of rostering as outlined in Appendix C of the report which, if feasible for adoption, would bring all such staff within both Conventions without additional cost and the recommendations in paragraph 6 (i), (ii), and (iv) are made accordingly, i.e., so that all these men would be brought under both Conventions without any additional cost.

9. In regard, however, to station masters and assistant station masters referred to in paragraph 6 (iii) where their work involves the issue of line clears or the passing of trains the Committee recommend in view of this responsibility involving the safety of trains and the travelling public that they should only be called upon to work 8 hours per day and in this case it appeared to the Committee the provision of additional staff was inevitable.

10. The recommendation in paragraph 6 (v) under which the hours of Control Staff, etc., are to be limited to 8 hours per day is made on account of the nature of their duties and the Committee understand that the limitation of hours in these cases is already in practice on most railways.

11. In regard to the Running Staff referred to in paragraph 6 (vi) the Committee found great difficulty but they have made suggestions which may make it possible to bring this class of staff under both Conventions. The Committee however were of the opinion that this question required very detailed examination by each Railway, as it has to be borne in mind particularly, that any reduction in the emoluments of the staff will not be acceptable to the men themselves and the Committee anticipate a revision of the mileage and overtime allowances will therefore be necessary.

12. Paragraph 7 deals with occasions when circumstances may arise which render it necessary for a particular individual or a class of staff to work for more than 6 days consecutively and a rule has been suggested to meet such occasions. The Committee have suggested that the application of this rule should be restricted definitely to the case of accidents, as it was considered that if indefinite terms such as pressure of work, emergencies, etc., were introduced, this rule could be used indiscriminately by the Supervising Staff and more or less nullify the benefit of the Geneva Convention in the case of such staff.

13. The Committee trust that their proposals will be of some help to you in coming to some conclusion on this difficult subject; they think if the proposals made in paragraph 6 (i) to (vi) could be brought into force at once the greater number of the staff (together with the clerical staff who already come within the Conventions) would be arranged for and this would enable the Government of India to declare that they have met to a great extent their obligations in this connection. The question of the Running Staff referred to in paragraph 6 (vi) would then require detailed consideration by individual railways as to means and method of bringing such staff within the Conventions in the due course.

14. MR. BRAYSHAW.—Mr. President and gentlemen, I beg to submit the report of the Sub-Committee (Appendix K) appointed by the President to report at the Conference of 1927 on the application of the Geneva and Washington Conventions to Indian Railways. This report follows two successive reports by Advisory Committees of the Conference, those of 1926 and 1927, the latter of which Mr. Scott has just explained to us. The circumstances attending the appointment of the 1927 Advisory Committee will be remembered by the Conference. They served to bring out prominently the points of difficulty that arise in the endeavour to apply the provisions of the two Conventions to Indian Railways. The 1927 Committee has further emphasised

those main points of difficulty and has put in a great deal of work in the attempt to overcome them. The present Sub-Committee, of which I am the Chairman, has recorded its appreciation of the services of the Advisory Committee of 1927, and I believe the Conference will endorse that note of appreciation.

15. I now turn to the report of the Sub-Committee. In paragraph 3 we state that we consider it desirable from every point of view that the Conference should lay down general rules for the application of the Washington and Geneva Conventions and that Railways should agree by a resolution of the Conference to give effect to these rules. The position is that the Government of India has ratified the two Conventions and has now to see that effect is given to them. They may do this by legislation or they may agree to the railways doing it themselves. In the latter case, they will require to be satisfied that the action taken by the railways meets the obligation that the Government of India have accepted in ratifying the Conventions. Later on in this report, we have explained how a rigid application of the Conventions under present conditions is impracticable. Legislation would certainly involve a closeness of definition and a rigidity that would cause endless difficulty. The Sub-Committee have therefore made the recommendation in paragraph 3. They believe that for the railways themselves to give effect to the Conventions is in their best interests and will be most suitable to Government.

16. In paragraphs 5 to 11 of the report we deal with staff other than running staff. The main point of difficulty here is that concerning staff whose work is of an intermittent nature. The Committee of 1927 have attempted to deal with this problem and they have made recommendations which involve the drawing of a line which will separate the two categories, staff whose work is of an intermittent and staff whose work is of a continuous nature. In some cases they have recommended exceptions. In other cases, they have recommended a line defined by the volume of traffic, that is to say, 6 trains a day. In our recommendations we have not attempted to draw this rigid line. We have recommended a formula which will determine the line under different conditions. We do not recommend a definite line, we recommend a formula that will settle that line. The formula is given in paragraph 7 of the report. The formula as suggested there is fairly clear and I do not think I need explain it in any further detail. In the draft resolution it is proposed that this part, dealing with staff other than running staff, shall be given effect to within 12 months. It is realised that the Convention in regard to these categories of staff can be applied without difficulty in many cases and almost at once. But when the formula has been applied it may be found that, to give full effect to it, quarters will have to be built and this will take some time. We have therefore recommended that the proposals in regard to these categories of staff be given full effect to within 12 months and that means that measures will be taken at once but it may require 12 months and the 12 months is therefore allowed for giving full effect to the first rule.

17. Paragraphs 12 to 14 of the report deal with the running staff. We have shown them separately because theirs is the case that is most difficult to deal with. We have recommended that the Conventions be applied in full to this category of staff but that no time limit be fixed within which they will be given full effect. Again, our recommendations are that measures be taken at once to give them effect but we do not prescribe the time within which this should be carried out. The reasons for this are given in paragraph 13. We explain how, if the Conventions were applied under present conditions, the staff would lose in emoluments. This point has been mentioned in the report of the Advisory Committee of 1927. A noticeable point of difference between conditions in India and those in other countries where these Conventions have been applied, is that very liberal leave is allowed in India. The leave allowed to staff in India is very much more than in western countries. This is a growth of years and it suits conditions in India. Staff ordinarily or very frequently, are posted in places remote from their native towns or villages and they require comparatively long spells of leave to visit their native towns. Present conditions are thus a development of years and differ considerably from those in other countries. If the Conventions were applied to the running staff they would lose in emoluments. We have explained how they would lose and it is quite certain that they would lose. I do not think any railway would agree to this being done. It follows that to give practical effect to the Conventions without serious loss of emoluments to the staff, considerable

re-arrangement of conditions of working ^{and}_{or} of systems of payment would be necessary. The systems of payment at present in force on railways are complicated and they might have to be entirely revised. These re-arrangements cannot be made in a short time and we have therefore concluded that, whereas the principle should be accepted, we cannot fix the time within which it should be given full effect.

18. I have to propose the following resolution :—

- (1) That the report of the Advisory Committee of 1927 be recorded.
- (2) That the provisions of the Geneva and Washington Conventions be applied to the staff of Indian Railways in the manner, and to the extent, prescribed in the following rules. That these rules be given full effect to within 12 months ending 30th September 1928, except in respect of the running staff. That measures be taken to apply them to the running staff as soon as may be practicable. That a report by an officer nominated by the Conference be submitted to the Conference and it is shown in 1928, prescribing the manner in which these rules have been enforced in each railway and the extent to which they have been given effect to.

(I need not read the rules—they are printed.)

(b) That a copy of this Resolution be forwarded to the Railway Board in reply to their letter No. 837-E/20, dated 22nd December 1925.

19. I have to remark that confirmation will be required by the Railway Board and the Boards of Directors of Company lines.

20. MR. PEARCE.—I have the honour to second that proposal.

21. MR. BIBRA.—Mr. Chairman, speaking on behalf of the Bhavnagar State Railway, my own line, which is a native state, and the Junagadh Railway and the Morvi Railway, which I represent, both of them also native states, and I think I am voicing the opinion of the other managers of native state railways also,—it is rather difficult for us to support this resolution until the matter has been put before the Chamber of Princes and accepted by them. So that I am afraid we shall not be able to vote for it.

22. MR. BRAYSHAY.—I would point out that this is all subject to confirmation.

23. PRESIDENT.—I think we might mention that after your paragraph 15, just before your resolution—say that this proposal is subject of course to confirmation by Controlling Authorities of all railways—or you might do it in your resolution.

24. MR. BRAYSHAY.—Under the fundamental rules, I don't think there is any necessity.

25. PRESIDENT.—Don't you think it would be more satisfactory to mention it here? You might add it at the end of your resolution.

26. MR. BRAYSHAY.—I am not sure, Sir, that it is necessary. I drew attention to it specially because I thought it desirable that the Conference should remember that, but in accordance with the rules I think it is very definitely laid down under fundamental rule 2. The only way would be to add a note below the Resolution drawing attention to that. I doubt however whether it would be right in a Resolution by the Conference to reaffirm a fundamental rule.

27. PRESIDENT.—In other words put a footnote after your resolution, or an explanatory note.

28. MR. BRAYSHAY.—There would be no objection unless it is one of procedure or form.

It was then proposed in Full Conference by Mr. Brayshay (Bombay, Baroda and Central India Railway) and seconded by Mr. Pearce, (Eastern Bengal Railway)—

proposal 28.

That this Conference recommends :

(i) that the report of Advisory Committee No. 3 appointed under Resolution No. 51 of the 1925 Conference be recorded ;

(ii) that the provisions of the Geneva and Washington Conventions be applied to the staff of Indian Railways in the manner, and to the extent, prescribed in the following rules ; that these rules be given full effect within 12 months ending 30th September 1928, except in respect of the running staff ; that measures be taken to apply them to the running staff as soon as may be practicable ; that a report by an officer nominated by the Conference be submitted to the Conference at its Session in 1928, describing the manner in which these rules have been put into force on each railway and the extent to which they have been given effect ;

(iii) that a copy of this resolution be forwarded to the Railway Board in reply to their letter No. 837-E/20 of 22nd December 1925.

Rules.

1. (1) With the exception of staff classed as supervising and persons engaged in a confidential capacity, the hours of work of all staff engaged on railway work shall be limited to 60 in a week when work is proceeding under normal conditions.

(2) In the case of persons whose work is essentially of an intermittent nature the sum of the hours of actual work performed within the prescribed hours of duty shall not exceed 60 in a week when work is proceeding under normal conditions.

(3) The Agents of Railways may make temporary exceptions, as provided for in Article 6 (b) of the Washington Convention, to the limitation prescribed in Rule 1 (1) for any class of staff or any individual in cases of abnormal traffic or other pressure of work, accidents, unforeseen interruptions to traffic and other emergencies.

II. (1) The whole of the staff employed on the working of Railways, with the exceptions noted hereafter, shall enjoy, under normal conditions of work in every period of seven days, a period of rest comprising at least 24 hours as provided for in Article 2 of the Geneva Convention.

(2) The following total exceptions to Rule II (1) are made as authorised by Article 4 of the Convention :—

(a) All staff classed as supervising staff.

(b) Staff whose work is essentially of an intermittent nature.

(3) The Agents of Railways may make temporary or partial exceptions to Rule II (1) in regard to any class of the staff in cases of abnormal traffic or other pressure of work, accidents, unforeseen interruptions to traffic and other emergencies.

III. For the purposes of these rules all staff engaged on railway work may be classed in the following categories. The Agent's decision being final in the classification of any grade not particularly specified therein :—

(a) *Supervising Staff.*—This includes all superior gazetted officers and all subordinate supervising staff such as :—

Inspectors and Assistant Inspectors.

Supervisors and Overseers.

Superintendents and Deputy Superintendents.

Foremen and Assistant Foremen.

Yardmasters.

Chief Train Controllers.

Head Train Examiners.

Station Masters supervising stations but not actually engaged in train-passing duties.

Goods Clerks and Booking Clerks working in a supervising capacity, etc.

Assistant Surgeons and Sub-Assistant Surgeons.

(b) *Clerical Staff in supervising offices and all whose work is of a purely clerical nature.*

(c) *Staff whose work is governed by the Indian Factories Act*

(d) Staff whose work is governed by the Indian Mines Act.

(e) Running Staff.—This includes Drivers, Firemen, Guards, Brakesmen, Travelling Ticket Examiners, and staff engaged in the Crew Ticket check system and all staff travelling by trains on duty connected with the running of those trains.

(f) Staff other than the above whose work is of a continuous nature.

(g) Staff other than the above whose work is essentially of an intermittent nature.

IV. Under these rules the principle of the 60-hour week is applied to all railway staff except those in category (a) and the weekly rest day will be enjoyed by all railway staff except those in categories (a) and (g).

The proposal was put to the vote and CARRIED *nem con*; the voting being as Resolution 28. under :—

Railways	No. of votes	Aye.	No.	Not voting.
Assam Bengal	6	6	..	..
Assam Railways and Trading Co. (The Dibru Sadia Ry.)	2	2	..	..
Barsi Light ..	2	2	..	..
Bengal and North Western	8	8	..	..
Bengal Doonars	2	2	..	..
Bengal Nagpur	10	10	..	..
Bengal Provincial	1	Absent.	..	..
Bhavnagar State	2	Absent.	..	..
Bikaner State	4	Absent.	..	..
Bombay, Baroda and Central India	10	10	..	..
Bombay Port Trust	1	1	..	..
Burma	8	8	..	..
Calcutta Port Commissioners	1	..	..	1
Darjeeling Himalayan	1	Not represented.	..	..
Dholpur Bari	1	Absent.	..	..
Eastern Bengal	8	8	..	..
East Indian	10	10	..	..
Gaekwar's Baroda State	2	Ab. ent.	..	..
Gondal	2	Not represented.	..	..
Great Indian Peninsula	10	10	..	..
Gwalior Light	2	Absent.	..	..
H. E. H. the Nizam's Guaranteed State	6	6	..	..
Jamnagar and Dwarka	1	Not represented.	..	..
Jodhpur	4	Absent.	..	..
Jorhat (Provincial)	1	1	..	..
Junagad State	2	Absent.	..	..
Madras and Southern Mahratta	10	10	..	..
Madras Port Trust	1	1	..	..
Messrs. K. & Co. (The J. J. Light Railway)	1	1	..	..
Messrs. McLeod & Co. (The A. K., B. D. R., etc., Light Railways)	1	..	..	1
Messrs. Martin & Co. (The Howrah Anita, etc., Lt. Railways)	2	Absent.	..	..
Messrs. Octavius Steel & Co. (The Dehri Rohtas Light Railway)	1	Absent.	..	..
Morvi	2	Not represented.	..	..
Mysore	2	2	..	..
North Western	10	10	..	..
Porbandar State	1	Absent.	..	..
Rohilkund and Kumaon	4	4	..	..
South Indian	8	8	..	..
Udaipur Chitorgarh	1	Absent.	..	..
Total	151	120	..	2

Proceedings of Tuesday, the 11th October 1927

(OPENED AT 10-30 A.M.)

The members present were the same as before except that Major Evans represented the Jodhpur and Bikaner State Railways and Mr. Slane, the Bengal and North Western and Rohilkund and Kumaon Railways. Khan Bahadur Abdul Aziz Khan was present and represented the Mysore Railways.

PRESIDENT: Gentlemen, before starting the ordinary work of the Conference I propose to read you a letter I have received from the Hon'ble Member, Sir George Rainy, conveying an important announcement which I believe you will all receive with considerable pleasure. Sir George Rainy's letter is:—

"The Government of India have sanctioned the extension of Sir Clement Hindley's tenure of office as Chief Commissioner of Railways for two years from the 1st November 1927, and we are releasing the news this evening. I am letting you know in case you may wish to refer to the matter in closing the Conference tomorrow."

(Applause.)

MR. RUSSELL: I don't know if I am in order but I don't think we should let this occasion pass without conveying our congratulations to Sir Clement Hindley on the great honour which has been done to him by the Government of India. I beg to propose that this Conference of Railway Officers authorises the President to convey to Sir Clement Hindley their sincere congratulations on the honour conferred on him by the Government of India in asking him to extend his period of office as Chief Commissioner of Railways by two years, and to wish him every success for the future.

A number of officers rose to second the proposal which was carried by acclamation.

The Conference then took up the report of Sub-Committee No. 2. (Appendix H)
Mr. Pearce, Chairman, presented the report.

SUBJECT No. 47.

Pass holders travelling in a higher class by paying the difference in fares.

(FUNDAMENTAL RULE 3.)

MR. PEARCE: In regard to the question of permitting holders of free passes travelling in a higher class by paying the difference in fares, you will see that your Sub-Committee consider that this will be undesirable as a general rule and that they have followed the opinion of the majority as shown by the voting on this subject.

Proposed by Mr. Pearce (Eastern Bengal Railway) and seconded by Mr. Russell (Great Indian Peninsula Railway)—

Proposal 29.

That resolution No. 6 of the Audit and Accounts Committee Meeting No. 2, held in March 1927 be accepted and that it should be left to mutual arrangement between railways to permit travelling on free passes in a higher class by payment of the difference of fares.

Resolution No. 6 of the Audit and Accounts Committee reads as follows:—

"The Audit and Accounts Committee do not recommend that holders of foreign line passes should be permitted on payment of the difference in fares to travel in a higher class than that authorised by their pass."

Resolution 29.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 56.

Issue of passes on foreign railways to officers when attending Conferences and other meetings.

(FUNDAMENTAL RULE 3.)

MR. PEARCE : Your Sub-Committee considered the question of issuing passes over foreign railways to employees when attending meetings in connection with this Association and they have arrived at the conclusion that as the deliberations of all such meetings are for the general benefit of all railways, the issue of passes to the employees attending such meetings is the only reasonable course to pursue. They have also taken this opportunity to revise the whole wording of rule 11, appendix A of Conference regulations, part II.

— Some criticism may arise over the inclusion in the revised rule of the meetings of the Railway Rates Advisory Committee. Your Sub-Committee came to the conclusion that although employees attending the meetings of the Railway Rates Advisory Committee were primarily engaged in defending or arguing an accusation brought against an individual railway, the decisions, however, of the Railway Rates Advisory Committee were valuable guides to the policy to be adopted by all railways.

It was then proposed by Mr. Pearce (Eastern Bengal Railway) and seconded by Mr. Rothera (South Indian Railway)—

That rule 11, Appendix A of Conference Regulations, Part II, 1927-28 Edition, be modified as under :— Proposal 30.

Present.

Passes will not be issued to employees travelling on duty.

NOTE.—This rule does not apply to the Secretary, Indian Railway Conference Association, or his staff and the Agent, East Indian Railway, is authorised to issue passes to them under these rules.

It was subsequently agreed that the Secretary, Indian Railway Conference Association, be empowered to issue passes to the staff of his office, signing them “for Agent, East Indian Railway.”

Proposed.

Passes will not be issued to employees travelling on duty except as follows :—

(a) Employees attending all meetings in connection with the Indian Railway Conference Association and the Railway Rates Advisory Committee.

(b) The Secretary, Indian Railway Conference Association and his staff.

The Secretary, Indian Railway Conference Association, is empowered to issue passes to the staff of his office on East Indian Railway pass forms signing “for Agent, East Indian Railway.”

The proposal was put to the vote and CARRIED unanimously.

Resolution 30.

SUBJECT No. 56-B.

Use of metal passes over foreign railways by officers holding such passes instead of cheque passes.

(FUNDAMENTAL RULES 3 AND 7.)

MR. PEARCE : Allied to the previous subject, is Subject No. 56 (B) which refers Appendix H. to the use of metal passes instead of cheque passes over foreign railways by officers holding such metal passes.

Your Sub-Committee feel that the subject has not been before the members of this Association for sufficient time for the subject to receive the consideration it deserves. But they have indicated that they consider that the proposal is undesirable but that there is no hindrance to individual railways coming to mutual agreements between each other to accept metal passes on each other's railways.

It was then proposed by Mr. Pearce (Eastern Bengal Railway) and seconded by Mr. Brayshay (Bombay, Baroda and Central India Railway)—

Proposal 31.

That the suggestion contained in letter No. 2292-T., dated the 26th August 1927, from the Secretary, Railway Board, requires further examination by railways, and that opinions be collected and the subject be submitted for consideration at the next Conference.

Resolution 31.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 78.

Passengers travelling without tickets.

(FUNDAMENTAL RULE 2.)

Appendix H.

MR. PEARCE : The last subject considered by your Sub-Committee is that now very familiar subject of the evil of passengers travelling without tickets. As will be seen from their report, they are of opinion that the annual consideration of figures and reports from railways on this subject by the Conference serves no useful purpose and, therefore, recommend that the statistics only of railways should be submitted annually to the Secretary, Indian Railway Conference Association for circulation to all railways and that individual railways should continue to carry out such methods as they deem advisable for combating this evil.

Proposed by Mr. Pearce (Eastern Bengal Railway)—

Proposal 32.

(i) *That the present vigorous campaign to combat the evil of travelling without tickets be continued by all railways.*

(ii) *That in future the preparation of yearly statistics as now submitted be continued with a short explanatory note of the methods adopted and submitted to the Secretary, Indian Railway Conference Association, for circulation to all railways as soon after the close of the calendar year as is possible.*

MR. COLVIN (East Indian Railway) in seconding the proposal said :—

I do not entirely agree with one of the remarks made by the Sub-Committee. They say :—

“ The Sub-Committee have carefully considered the reports submitted on the methods adopted by the various railways and are unable to recommend any particular method as having outstanding merit.”

You know we have got the crew system working. We have had it working for very nearly a year—perhaps more than a year. And I think it is not right to say that it has not outstanding merit. All our figures show that it has. And so I would just like to put it on record that I do not agree with that remark of the Sub-Committee, although one of my own officers was on the committee. Unfortunately the officer who was on it was not in any way in close touch with the system.

Resolution 32.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 76.

Terminal charges levied by railways on coal and other traffic.

(FUNDAMENTAL RULE 3.)

MR. BURNS, Chairman, in presenting the report of the Advisory Committee appointed under Resolution No. 38 of the 1926 Conference, addressed the Conference as under:—

1. I venture to ask that my remarks may be regarded as a sort of *hors d'œuvres* to the more substantial fare offered in our report. I think the Chairman of an Advisory Committee, which has submitted for your consideration nearly 60 pages of closely printed matter should hesitate before he makes any further demands on your time and patience. He has already exposed himself sufficiently to your criticism and any further remarks may widen the area over which he can be attacked.

2. Your Advisory Committee soon found that their subject was involved in an atmosphere of difficulty and failure. Difficulty early beset them but they steadily refused to accept failure; and resolutely advanced to attack the many problems which lay entrenched in the terms of their reference. They have tried to follow the old saying by being 'bold', 'bold', but not, they hope, 'too bold.'

3. At this point I am in difficulty. My subject is regarded, I fear, by many Railway officers as dull and uninteresting and I can scarcely hope to render it more attractive if I 'leapfrog' into it over some wandering remarks which are more or less irrelevant. I ask you to consider the many varied associations that gather round the number three which as you will see is a sort of key note to our report. Starting from a 'terminal station' of time we read in the sacred page that Adam had three sons and Noah three also. Ancient Greece had three graces, three goddesses that strove for the golden apple and thrice three muses. School boys divide all Gaul into three parts: in later life the eternal triangle appears in every novel and play; and a three cornered correspondence worries the claims of the officer.

4. The slender connection of all this with the plot you may perhaps see when I remind you that three officers sitting with other three have dared to divide the stations of India into three groups, and submitted a report which falls in effect into three parts and discusses three main problems; a problem in railway law, a problem in railway accountancy and a problem in railway statistics.

5. I think it was John Bright who advised a beginner to regard the points of his speech as so many 'islands' and swim from one to another taking care never to leave the last 'island' and put out to sea. I shall take these three problems as my three 'islands' and say a brief word as I pass between them. The legal problem despite its apparent technicality is in reality the simplest. The words 'terminal charge' may be regarded as a term of art under which lawyers and legislators have enabled English Railways, and, in consequence, Indian Railways, to levy a return for services performed, after the operation of 'conveyance', itself a term of art, is ended or before it is begun. This use of the term which commended itself to the lawyers and legislators who finally fixed its meaning some 30 or 40 years ago was consistently opposed by the trading public and even by those members of the Railway and Canal Commission Court who were not trained lawyers. In fact 'terminals' may be regarded as a gift horse from the lawyers and if this is so we ought not perhaps to look it too closely in the mouth. I mention this point because the remoteness of this part of our report, which will naturally strike practical railway men, will appear almost intolerable unless they remember that they have inherited these technical terms, with their historical incidents from English railway law and practice. It is almost startling to hear that 'terminal services' may be summarily defined as those services performed by the old carrier companies like Piekfords and Chaplin and Horne under conditions, never wide spread, which had entirely ceased to exist on English Railways more than seventy years ago and on Indian Railways apparently never existed at all. This artificiality we cannot, in the present state of the law, entirely remove. We must take the law as we find it; and although it is possible to suggest a simplification such a

suggestion does not come within the terms of our reference. On the purely legal problems we should have reached finality. Its solution involves in brief a correct reading of text books, statutes and cases in the pages of which all the important issues have been definitely settled. We have based this part of our argument on a foundation of English law which in my submission cannot be shaken.

6. As to the second part of our problem which requires for its solution an accurate working knowledge of the conditions obtaining on Indian Railways finality should also be within reach. It may be that improvements will be made hereafter in the methods we have suggested for drawing the lines of division between one set of operations and another or for assessing and then apportioning the various items of expenditure and finally exhibiting them in a comprehensive statement. Our submission is that meanwhile these suggestions afford a good working solution, in sufficient detail, of this aspect of the problem.

7. The remaining aspect of the problem, namely the statistical one, appears at first sight to be simpler but in reality contains in disguise greater difficulties and has caused the Committee much anxiety. They examined with care the statements which were submitted by English Railways when confronted with a similar problem, and they have attempted to anticipate any criticism such as was urged with deadly effect against their method of selection. Our method of selection which applies equally to all Railways may at first sight appear arbitrary and artificial but it represents our best efforts to comply with our terms of reference as we understood them. The terms of reference state that the examination by each railway should proceed on an uniform basis, and these words have been construed as meaning that each railway which undertakes the enquiry shall, as closely as possible, work on the same lines so that, on the one hand, the Railway Board and the Conference may be able, in a connected view, to survey the entire problem over the whole Indian Railway system and, on the other hand, the railway administrations themselves may present an united front to any attack directed against their terminal charges. If each railway was required to make for itself a selection of stations which would fairly represent its own system it might be possible to simplify the principle of selection, and at the same time to eliminate our division, which may be considered somewhat arbitrary, into large, intermediate and small station groups. But if each railway proceeded independently it is not clear that the connected view which is sought by the Railway Board and the Conference, could be so fully or so accurately obtained. Nor would railways if they proceeded independently be able to offer the same united defence to an attack from the public before a Rates Tribunal. I need not recall Sir George Rainy's apt quotation on the opening day of the Conference that if railway administrations did not hang together they might all hang separately.

8. I had intended to say a brief word on certain other matters examined in the report, *e.g.*, 'present values *versus* original costs, 'profits' and the 'comparison' which may later be undertaken by each railway. But I remember that I dare not put out to sea from my last 'island' and that I must conclude my remarks which have already extended to a considerable length. For a Chairman's remarks introducing a Committee's report may, it seems to me, resemble in this respect an after dinner speech which should, as Walter Page said, be like a lady's dress: long enough to cover the subject but not so long as to be uninteresting. I will therefore close, Sir, by asking, on behalf of my colleagues and myself, your permission to present our report, and at the same time to express our hope that it may be of some value to the members of the Conference.

Appendix H.

9. MR. PEARCE: This is a subject of the greatest importance and interest to railways.

10. Under section 45 of the Indian Railway Act the only limitation placed upon what railways may charge as "terminals" is that they must be reasonable. It is probable that Indian Railways will, if not immediately, any way in the near future, be challenged in regard to the terminal charges that they levy.

11. In England, under the Railways Act of 1888, the English Railways had to prove that the terminal charges levied were justified and as a great deal of time and expense had been devoted in England to this subject, we in India are fortunate in being able to obtain the benefits of their experience. The Indian Railway Act has been framed upon the old English Railways' Acts and this being the case, the legal interpretations of the Indian Railway Act will follow very closely the legal interpretations already given to the clauses of the English Railway Act.

12. The Association is, therefore, under a very deep debt of gratitude to the Advisory Committee for their report on this subject. Especially to Mr. Burns, the Chairman of that Advisory Committee, who has spent a great deal of time and trouble to collect and comment upon all relative decisions in English Courts in regard to "terminals". In fact, he has prepared on behalf of this Association a complete summary as far as the legal pronouncements on the question of terminals are concerned for the information of all Railways, members of this Association. The amount of time and labour that this has involved is hard to realise from the report.

13. Your Sub-Committee are also informed that Mr. H. G. Emmerson who was co-opted on the Advisory Committee has also been of great assistance to the Committee in dealing with the financial questions involved and the thanks of this Association, I am sure, will be also whole-heartedly extended to him.

It was then proposed by Mr. Pearce (Eastern Bengal Railway) and seconded by Mr. Sinclair (Madras and Southern Mahratta Railway).—

That this Conference recommends.

Proposal 33.

(i) *that the Report of the Advisory Committee be recorded and the methods proposed be adopted as the standard for calculation of terminal expenditure ;*

(ii) *that the rates of interest, maintenance and depreciation as mentioned in paragraph 19 of the report should be accepted by all railways and that there should be no deviation therefrom.*

(iii) *that each Railway should be at liberty to include such percentage as profit as it considers justifiable as indicated in paragraph 20 of the report.*

(iv) *that in order to maintain uniformity of procedure, a Standing co-ordinating Committee be appointed to deal with all points that may be referred by railways and that it should consist of the following :—*

Mr. W. A. Burns (Port Commissioners, Calcutta), Chairman,

Mr. J. C. Rose (East Indian Railway),

and an Auditor co-opted by them,

and

(v) *that a copy of this resolution together with a copy of the report be forwarded to the Railway Board.*

The proposal was put to the vote and CARRIED unanimously.

Resolution 33.

The Conference then took up the report of Sub-Committee No. 3 (Appendix J.).

MR. COLVIN, Chairman, presented the report.

SUBJECT No. 101.

Proposal regarding procedure to be followed by railways in interchanging views on cases submitted to the Railway Rates Advisory Committee.

(FUNDAMENTAL RULES 2 AND 7.)

MR. COLVIN: I do not propose to take up much of your time. The Sub-Committee really had three distinct subjects to deal with, the first a reference from the Railway Board in regard to the conduct of cases before the Railway Rates Advisory Committee, the second a reference from the Bombay Port Trust in regard to the dissemination of information to all railways in regard to cases instituted before the Railway Rates Advisory Committee and the third a reference from the Conference Association as regards publicity methods. On all these subjects the Sub-Committee had no difficulty in reaching unanimity, although the first subject gave rise to a

considerable amount of interesting discussion. In dealing however with the first subject we were enormously helped by a note which had been put up by the Commercial Department of one of the railways (I am afraid the name of the author of this note must remain a secret though I think it is an open one). We were so impressed by this memorandum that some of us flirted with the idea that we should just forthwith sign our names at the bottom of it and submit it as our report. However, in the end we felt that more than this was expected of us and so as you see we have put up our own report and have attached the memorandum to it as an appendix. Gentlemen, I don't think I need detain you any longer. I now beg to propose:—

That this Conference recommends.

(i) *that the report of Sub-Committee No. 3 on Subject No. 101 (Appendix J.) be recorded and that railways agree to adopt the procedure recommended in paragraphs 3 and 4;*

(ii) *that paragraphs 1 to 5, including the appendix thereto be submitted to the Railway Board as a reply to their letter No. 2264-T., dated the 31st August 1927. to the Secretary, Indian Railway Conference Association.*

Resolution 34.

The proposal which was seconded by Mr. Russell (Great Indian Peninsula Railway) was put to the vote and CARRIED unanimously.

The Conference then took up the report of Sub-Committee No. 1. Mr. Lloyd Jones, Chairman, presented the report. (Appendix G.).

SUBJECT No. 83.

A revised method of compiling information relating to the movements of wagons and of adjusting hire charges between railways on interchanged wagon stock.

(FUNDAMENTAL RULES 2 AND 7.)

Appendix G.

MR. LLOYD JONES:—This subject refers to a proposal for revising the method of accounting for wagons. It was suggested that the method should be applied to accounting for local movements of wagons and would also provide the Director of Wagon Interchange with the figures required for the adjustment of wagon hire. The proposal had been before the Operating Committee who had turned it down. Your Sub-Committee No. 1 felt that the merits of the proposal should be carefully considered apart from the recommendations of the Operating Committee to ensure that we were not turning down a new proposal merely because it interfered with the existing procedure. We had the benefit of the assistance of Mr. Hannay, the Chairman of the Operating Committee, who was a member of Sub-Committee No. 1, and also the assistance of the Director of Wagon Interchange. We were very much impressed with the efficiency of the accounting done in the Wagon Interchange office, and in our view there was no real need to seek a new method for obtaining greater accuracy in the figures used to adjust wagon hire. It is obvious, of course, that we can obtain any accuracy we desire with the present method by stiffening up the work at the junctions.

2. We then went on to consider Mr. Scott's proposal and after examining it from every point of view, we decided that we could not recommend its acceptance and there was no reason to examine it in further detail. The Operating Committee had proposed to set up a Sub-Committee to consider *inter alia* Mr. Scott's method and we decided that there was no real case for further inquiry into it and recommended that the proposal should not be adopted. During the discussion it transpired that most railways had some means of checking their approximate figures for the control and distribution of stock on their lines, and, as apparently these methods varied, we decided that there was a case for setting up a Committee to inquire, during the coming year, into the methods adopted by different railways. We suggest that the report of this Committee should be put before the next Conference with a view to ascertaining the merits of the different methods and if possible recommending one as better than the rest.

It was then proposed by Mr. Lloyd Jones (His Exalted Highness the Nizam's Guaranteed State Railways) and seconded by Mr. Stowell (North Western Railway)—

(i) *That this Conference is of opinion that the method of compiling information relating to the movements of wagons, described in the enclosure to Railway Board's letter No. 4142-F., of 21st July 1927 should not be adopted.* **Proposal :**

(ii) *That the Committee proposed in Resolution No. 42 of the Operating Committee for Interchange is not necessary as constituted, but that the Operating Committee appoint a Sub-Committee to ascertain what means are employed at present on railways for locating and checking the movements of wagons and to recommend the most suitable method.*

(iii) *That a copy of this resolution of the Conference together with a copy of the report of Sub-Committee No. 1 of the Conference on Subject No. 83 be forwarded to the Railway Board in reply to their letter No. 4142-F., of 21st July 1927.*

The proposal was put to the vote and CARRIED unanimously.

Resolution 35.

SUBJECT No. 25.

Wagon Interchange—Extension of the system of neutral control and a means by which its cost may be lessened.

(FUNDAMENTAL RULE 1.)

MR. LLOYD JONES:—The high cost of repair and examination of wagons at interchange junctions has been a subject which has been discussed by this Conference on several previous occasions and I believe it is a matter which is the deep concern of heads of most railway administrations. A method of avoiding the present extravagant cost was first put forward, I believe, by Mr. Morley, when he suggested pooling the cost of wagon maintenance. This suggestion was also referred to in Mr. Scott's report. Recently both the G. I. P. and the M. & S. M. put forward suggestions for the consideration of the Conference. The G. I. P. scheme was based on an index number which it was intended to fix for each railway, and a railway interchanging wagons with another would be charged for each wagon interchanged the excess of the assessed dilapidations of the wagons on its system over the assessed dilapidations of the wagons on the other railways. The M. & S. M. scheme depended on fixing a schedule of rates for repairs and permitted all railways to repair any wagons on their system and to debit the cost of repair to the railway owning the wagon. Both these systems have obviously difficulties in practice and the second is certainly unsound in principle.

2. The proposals were considered by the Operating Committee who referred them to a Sub-Committee which disapproved both the G. I. P. and the M. & S. M. proposal. Your Sub-Committee No. 1 entirely endorsed this view. The Operating Committee, however, proposed that another scheme should be given a trial at one junction during the coming year and this proposal is also before you. Your Sub-Committee had no hesitation in recommending that the scheme proposed for trial should not be adopted as the Conference Association have no power, under our fundamental rules, to undertake work of this nature; under the circumstances the merits of the scheme are not really in question.

3. Although your Sub-Committee have been unable to advise you to even try any of the three schemes put before you, they were fully sensible of the very great importance of solving this difficult subject which is undoubtedly a matter of very great importance. They suggested therefore that a strong Committee should be constituted, composed of the officers mentioned in the report, to go into the whole question anew. Your Sub-Committee felt confident that the Committee of experienced officers which they propose will be able to put up some suggestion better than the present unsatisfactory rules for examining and repairing wagons interchanged.

4. It was then proposed by Mr. Lloyd Jones (His Exalted Highness the Nizam's Guaranteed State Railways) and seconded by Mr. Pearce (Eastern Bengal Railway)—

(i) *That the report of Sub-Committee No. 1 on Subject No. 25 (Appendix G.) be recorded and that the proposals made in the enclosure to letter* **Proposal 36**

No. 10178-G./168, dated 17th February 1927, from the Agent, Great Indian Peninsula Railway and to letter No. T.D.34/27, dated 18th May 1927, from the General Traffic Manager, Madras and Southern Mahratta Railway, shall not be adopted.

(ii) That the proposal made by the Operating Committee for Interchange in their Resolution No. 21 of meeting No. 5 for a six months' trial of Scheme X is not approved.

(iii) That a Council Advisory Committee be appointed—

(1) to recommend means by which the cost of repairs and maintenance of wagons at junctions may be reduced ;

(2) the object to be aimed at should be :—

(a) reduction of debits on interchanged stock,

(b) reduction of detentions to wagons at interchanged junctions,

(c) reduction of examining and repairing staff at interchanged junctions.

Resolution 36.

The proposal was put to the vote and CARRIED nem con ; the Barsi Light Railway not voting.

In the afternoon Mr. Boequet represented the Eastern Bengal Railway in the absence of Mr. Pearce.

SUBJECT No. 80.

Proposed amalgamation of the offices of the Secretary, Indian Railway Conference Association and the Director of Wagon Interchange.

(FUNDAMENTAL RULE 2).

Appendix G.

MR. LLOYD JONES : The first subject arises out of the amalgamation of the wagon pool office with the office of the Indian Railway Conference Association. That amalgamation has been approved by the Standing Committee of the Conference and comes into force on the 1st November. As a result of this amalgamation the Conference has to decide how the cost of the joint office will be allocated between the Wagon Pool and the Indian Railway Conference Association. A certain part of the office—the staff engaged on wagon accounting—can be charged direct to the Pool, but the joint establishment and rent has to be divided on some arbitrary basis between the Wagon Pool and the Conference.

2. The first basis of division which your Sub-Committee considered was the allocation of a percentage of the cost to the Wagon Pool, but we decided that that was not altogether a satisfactory basis. The expenditure on the Wagon Pool is not likely to increase or decrease whereas the expenditure on the Conference is quite likely to change in future years and if we fix the allocation on a percentage basis, it will mean a variable charge to the Wagon Pool. We decided therefore to recommend that you should allocate the joint expenditure on the following basis. We ascertained what would be the estimated cost of the Wagon Pool and the Conference during 1928-29 were they separated. We then compared this with the cost of these two bodies, were the supervising offices amalgamated. We found that there is a saving of Rs. 22,000 by the amalgamation and we decided that half of that saving could be fairly allocated to the Wagon Pool and the other half to the Conference Association. That would give the share of the Wagon Pool in the joint establishment as Rs. 71,000 per annum. We recommend that you accept a round figure of Rs. 70,000 as a debit to the Wagon Pool and a credit to the Indian Railway Conference Association. By so doing, the Wagon Pool and the Conference Association will each effect a saving of about Rs. 11,000.

3. Failing any further resolution by the Conference, that Rs. 70,000 will be debited to the pool in future years, but of course it will always be within the competence of this body to change the figure if considered necessary. I am sorry that the figures we originally printed in the Committee's report were not correct.

We were anxious to get the report before the delegates as early as possible and we had not time to check the figures. We are very much indebted to Mr. Severs for going through the figures afterwards and substituting the correct figures. Originally the figures were based on actuals of previous years; the present figures are based on estimates, which is a more satisfactory basis.

4. The next subject that your Sub-Committee dealt with under this reference was the Headquarters of the Association. The Secretary pointed out that it would be possible to effect economies amounting to about Rs. 400 a month if we relinquished the building in which the Conference office is now held and transferred that office to the office building of the Director of Wagon Interchange. I understand that the accommodation in the office building of the Director of Wagon Interchange is not really sufficient for the two offices but it could be occupied by the whole of the staff as a temporary measure. The opportunity of effecting a saving of this kind was tempting but it was pointed out that, if at the end of the year it was decided to separate the two bodies again, we should be in some difficulty. We should have no office for the Indian Railway Conference Association. We decided therefore that we could not recommend you to abandon the present office of the Indian Railway Conference Association. In this connection your Sub-Committee draw attention to a paragraph of the President's note that was circulated in connection with the amalgamation of the Wagon Pool and the Conference, and we were of opinion that there was really no reason why we should continue to locate our headquarters at Allahabad. There seemed to be every reason to transfer it to Delhi. Under these circumstances, we thought it was desirable to give the President power to negotiate for a new headquarters during the coming year. In order to do this, your Sub-Committee recommend that the present Conference resolve that the headquarters of the Association be transferred from Allahabad to Delhi, if suitable accommodation can be obtained and if in the opinion of the President such transfer will not result in increased expenditure to the Association. The object the Sub-Committee had in view in putting forward this proposal was, as I say, to give the President power to negotiate for a new headquarters and also to enable railways to obtain the necessary sanction of their controlling authorities so that there need be no further delay if it is decided to change the headquarters.

5. The next subject which your Sub-Committee considered was the Railway Board's letter sanctioning the amalgamation. Your Sub-Committee took exception to a remark made in the Railway Board letter in which they said that the Board feel convinced that in actual practice the executive work of the Wagon Pool would be carried out by the Deputy Secretary and the General Secretary would be referred to only on decisions on important questions as they arose. We discussed this matter at some length and obtained the views of the Director of Wagon Interchange who explained to us to what extent it is necessary for the person controlling the Pool to be in touch with the details. Your Sub-Committee could not subscribe to the Railway Board's view of the Secretary's duties and thought it desirable that their dissent should be placed on record. Your Sub-Committee do not suggest that any resolution should be passed by the Conference but thought it desirable to put their views on record for the guidance of the General Secretary and the Deputy Secretary. The amalgamation requires a slight addition to the rules to the effect that the General Secretary of the Indian Railway Conference Association may be *ex-officio* Director of Wagon Interchange.

6. The last subject we dealt with, Mr. President, was a note regarding the salary of the neutral control officer working directly under the Director of Wagon Interchange. A suggestion had been made that we should revise the scale of pay laid down by the Conference of 1926. We fully considered this matter and we came to the conclusion that the present was not an opportune time to revise the scale which has only recently been laid down.

7. Proposed by Mr. Lloyd Jones (His Exalted Highness the Nizam's Guaranteed State Railways) and seconded by Mr. Stowell (North Western Railway):—

That this Conference recommends.

- (i) (a) that all expenditure incurred solely in connection with the wagon pool shall be allocated accordingly;

- (b) that Rs. 70,000 per annum shall be paid by the wagon pool to the Indian Railway Conference Association on account of joint staff, office accommodation and other charges which are incurred by the Indian Railway Conference Association partly on account of the broad gauge wagon pool ;
- (ii) that the headquarters of the Association be transferred from Allahabad to Delhi if suitable accommodation can be obtained and if, in the opinion of the President, such transfer will not result in increased expenditure to the Association ;
- (iii) that the following note shall be added to rule 6 (i) of Conference Regulations, Part II, viz., "The General Secretary of the Indian Railway Conference Association shall be ex-officio Director of Wagon Interchange ;"
- (iv) that the report of Sub-Committee No. 1 be recorded and a copy thereof, together with a copy of this resolution, be forwarded to the Railway Board with reference to their letter No. 4958-E., dated the 15th July 1927.

Resolution 37.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 81.

Formation of an Electrical Section of the Indian Railway Conference Association.

(FUNDAMENTAL RULES 2 AND 7.)

Proposed by Mr. Stowell (North Western Railway) and seconded by Mr. R. L. Bliss (Assam Bengal Railway)—

Proposal 38.

That the following subjects be referred to the Electrical Section for report :—

1. Electric installations for small and medium stations.
2. To report on the experience gained with systems of lighting station yards and to make recommendations.
3. To report on the different systems of train lighting, including the lighting of platforms from standing trains and experience of the different types of cells.
4. Definition of works to be carried out departmentally when converting existing railway lines for electric traction.
5. Standard speeds and pulleys for group drive electric motors in workshops.
6. Standard Cost Account forms for use—
 - (a) in Electric Power Stations ;
 - (b) in Electrical Workshops, and
 - (c) on Electric Traction Systems.
7. Preparation of a "Code" or standard list of electrical apparatus, fittings and material in regular demand on railways in India.
8. Standardisation of voltages (pressures) A. C. and D. C. to be adopted in railway workshops for motors, lighting and portable tools.
9. The necessity for the compilation of data of the different generating stations throughout railways in India.

Resolution 38.

The proposal was put to the vote and CARRIED unanimously.

SUBJECT No. 82.

To approve of the audited expenditure of the Indian Railway Conference Association for the financial year 1926-27 and estimate of expenditure for the financial year 1928-29.

A.—Office of the Secretary, Indian Railway Conference Association.

B.—Office of the Director of Wagon Interchange, including the Neutral Control Office.

(FUNDAMENTAL RULE 1.)

Proposed by Mr. Braysbay (Bombay, Baroda and Central India Railway) and seconded by Mr. Neely (Bengal Nagpur Railway)—

(i) *That the audited expenditure of the Indian Railway Conference Association for the financial year 1926-27 as shown in statement A (Appendix L) be approved.* **Proposal 39.**

(ii) *That the expenditure of the office of the Director of Wagon Interchange for the financial year 1926-27 as shown in statement F (Appendix L) be approved.*

(iii) *That the estimated expenditure of the amalgamated office of the General Secretary and Director of Wagon Interchange for the financial year 1928-29 as shown in statement L and of the Neutral Control Office as shown in Statement M (Appendix L) be approved.*

The proposal was put to the vote and CARRIED unanimously.

Resolution 39.

Selection of subjects for Advisory Committees and nomination of latter for 1928-29.

Proposed by Mr. Colvin (East Indian Railway) and seconded by Mr. Russell (Great Indian Peninsula Railway)—

That the following subjects be referred to Advisory Committees for report and that the Committees be constituted as shown against each :— **Proposal 40.**

SUBJECT.	ADVISORY COMMITTEE No. 1.
(1) Improved utilization of locomotive power.	Mr. F. J. Page, Loco. and Carriage Superintendent (B. B. and C. I. Railway) (<i>Chairman</i>). Mr. G. A. Ormiston, Deputy Chief Operating Superintendent, Power (E. I. Railway). Mr. C. Remington, Divisional Superintendent (G. I. P. Railway). Mr. J. F. C. Reynolds, Deputy Mechanical Engineer (S. I. Railway). Lt.-Colonel C. S. M. C. Watson, Chief Operating Superintendent, (N. W. Railway).
(2) To report to the Conference what steps can be taken to give effect to the suggestion made by the Hon'ble Member that a committee should be established to consider labour questions generally and the manner in which they ought to be approached, <i>vide</i> the Hon'ble Member's speech page 13 of proceedings and Sir Clement Hindley's speech page 15 of proceedings.	ADVISORY COMMITTEE No. 2. Mr. C. W. Lloyd Jones, Agent and Chief Engineer (N. G. S. Railways) (<i>Chairman</i>). Mr. H. L. Cole, Chief Mechanical Engineer (B. N. Railway). Mr. H. T. Baylis, Deputy Traffic Manager (E. B. Railway). Mr. J. F. Fawcett, Deputy Agent (M. and S. M. Railway).

SUBJECT.

- (3) To report on how far existing train control systems are utilized for purposes other than the movements of trains and to make suggestions as to the extension of their use for other purposes (such as movement of stock, ordering of power, etc.).

- (4) Revision of the provisions and forms of joint station and other similar Working Agreements between Railways to meet present day conditions with special reference to their simplification and standardisation.
To examine and report on—

- (a) The existing forms and provisions of Joint Station and other similar Working Agreements in use between Railways.
(b) The extent to which such agreements should be modified to meet present day conditions.
(c) The possibility of simplifying and standardising existing forms and procedure relating to such agreements.

and that the Advisory Committee No. 5 on the cost of repairs and maintenance of wagons at junctions appointed under Resolution No. 36 be constituted as follows :—

Mr. B. Severs (East Indian Railway), Chairman ;
Mr. E. H. Keelan (North Western Railway) ;
Mr. A. Richardson (Great Indian Peninsula Railway) ;
Mr. F. J. Page (Bombay, Baroda and Central India Railway) ;
the General Secretary being an ex-officio member and Secretary.

Resolution 40.

The proposal was put to the vote and CARRIED unanimously.

Election of members to form the Executive Council for the year 1928-29.

Proposed by Mr. Russell (Great Indian Peninsula Railway) and seconded by Mr. Brayshay (Bombay, Baroda and Central India Railway)—

Proposal 41.

That the following delegates be elected to form the Executive Council for the year 1928-29 :—

- (1) *The President.*
(2) *Sir Ernest Jackson (B. B. and C. I. Railway).*
(3) *Mr. C. W. Lloyd Jones (H. E. H. the N. G. S. Railways).*
(4) *Mr. G. L. Colvin (East Indian Railway).*
(5) *Mr. J. Izat (Assam Bengal Railway).*

Resolution 41.

The proposal was put to the vote and CARRIED unanimously.

Election of officers for the Operating and Audit and Accounts Committees for Interchange.

Proposed by Mr. Rothera (South Indian Railway) and seconded by Mr. Slane (Bengal and North Western Railway)—

Proposal 42.

(a) (i) *That the election of the following members to the Operating Committee for Interchange be confirmed :—*

Mr. H. A. M. Hannay (East Indian Railway).
Mr. V. E. D. Jarrad (Bengal Nagpur Railway).

ADVISORY COMMITTEE No. 3.

Mr. F. E. Robertson, Divisional Superintendent (E. I. Railway) (*Chairman*).
Mr. L. H. Kirkness, Deputy Traffic Manager (M. and S. M. Railway).
Mr. F. J. H. Sievwright, Traffic Superintendent (B. B. and C. I. Railway).
Mr. R. P. Bould, Telegraph Superintendent (G. I. P. Railway).
Mr. H. F. Lockwood, Divisional Superintendent (N. W. Railway).

ADVISORY COMMITTEE No. 4.

Mr. C. C. Fink, Chief Auditor and Accountant (M. and S. M. Railway) (*Chairman*).
Mr. J. C. Rose, Deputy Chief Commercial Manager (E. I. Railway).
Mr. H. W. Jamieson, Chief Accountant and Auditor (N. G. S. Railways).
Nominee of the Bengal and North Western Railway (Operating Officer).
Mr. J. H. F. Raper, Deputy Traffic Manager (G. I. P. Railway).

Mr. J. J. C. Paterson (Bombay, Baroda and Central India Railway).

Mr. J. A. Smith (Bengal and North Western Railway).

Major G. F. Evans (Jodhpur Railway).

(a) (ii) *That the following members of the Operating Committee for Interchange who retire by rotation from 1st April 1928 be re-elected to the Committee :—*

Mr. G. S. Bocquet (Eastern Bengal Railway).

Mr. H. D. Sinclair (Madras and Southern Mahratta Railway).

(b) (i) *That the election of the following members to the Audit and Accounts Committee for Interchange be confirmed :—*

Mr. M. H. Ormsby (South Indian Railway).

Mr. W. Owen (Bombay, Baroda and Central India Railway).

Mr. G. A. Wilby (Assam Bengal Railway).

Mr. E. M. Slane (Bengal and North Western Railway).

Mr. R. A. O'Connor (Great Indian Peninsula Railway).

Mr. H. W. Jamieson (H. B. H. the Nizam's Guaranteed State Railways).

Mr. B. Severs (East Indian Railway).

(b) (ii) *That the following officers be appointed to the Audit and Accounts Committee for Interchange in the place of Mr. F. P. B. Wood (North Western Railway) and Mr. N. N. Mukerji (Bikaner State Railway) who retire by rotation from 1st April 1928 :—*

Mr. R. Grant (Bengal Nagpur Railway).

Mr. A. T. Pegge (Barsi Light Railway).

The proposal was put to the vote and CARRIED unanimously.

Resolution 42.

Date and place of next meeting.

It was decided to hold the next meeting of the Association at Simla, commencing from Saturday the 6th October 1928.

THE PRESIDENT :—Gentlemen, I think that this concludes the business of the present Session which has been carried through in record time due mainly to this being the first Session at which our new procedure for the conduct of work has come into operation. I should also like to remark that the new system of working in regard to the Committees' reports which was adopted has rendered an invaluable contribution to the usefulness of the Conference, especially as regards the prompt disposal of matters under consideration, and I think its adoption, so far, has shown that it is suited to the functions of the Conference.

2. For many years past it has been impossible for us to deal in full detail at the Conference with the questions of interchange, which was the main purpose for which this Association was originally established. We have now delegated these duties to representative committees, and have only to control and confirm their recommendations.

3. As a result of being relieved of the formalities and minor details connected with a large number of the subjects included in the agenda, we have more time to devote to the more important matters connected with railway policy and administration. It is to be hoped that year by year as delegates become more accustomed to these methods of conducting the business of the Association they will take fuller advantage of the opportunities they now have of discussing the important subjects brought before the Conference.

4. The success of the Conference essentially depends on the work of the committees who prepare the subjects for discussion during the year and during this Session we are in the happy position of being able to congratulate the Chairman and members of the committees on the efficient manner in which they have carried out their work.

5. With regard to the reports of the sections presided over by Mr. Arnould and Mr. Cole; we recognise the value of the work that members of these Sections have contributed but, as in the case with a new motor car which requires "running in" at a reduced speed, we hope the Sections have passed this limit, and that the full power of the machinery will now be developed.

6. We congratulate the Engineering Section in contributing a new idea by appointing reporters for the subjects they wish to discuss, and suggest that the Mechanical Section would be well advised to adopt a similar procedure.

7. As regards the Council Advisory Committees, I entirely endorse the approbation of the delegates who opened the discussion of the several subjects. The recommendations made by Mr. Sievwright's Committee will, I am sure, be of value to administrations.

8. Mr. Neely is to be specially congratulated on his Committee's valuable contribution to the proceedings of the Conference and I am sure you are all looking forward to a further discussion on this subject next year.

9. Unfortunately Mr. Case's valuable report on the mechanical handling of coal arrived too late to receive the consideration which it deserved, but this does not detract from its value to railway administrations.

10. The report of Mr. Burns' Committee on Terminals is in the same high class as the rest of these reports. This Committee was exceedingly fortunate in having as their Chairman an officer with the legal knowledge of Mr. Burns.

11. Last, but perhaps the most important of the subjects dealt with at this Session, was that dealing with the Geneva and Washington Conventions. Mr. Watson and his Committee submitted a report which has been of great assistance to the Conference in disposing of this question, although it has not been possible to accept all the recommendations made. Our special thanks are due to Mr. Brayshaw and his Committee appointed by me to advise the Conference on this intricate subject, and I hope that the resolution which the Conference unanimously adopted will provide a solution acceptable to the Railway Board, the Boards of Company-worked lines, and the controlling authorities in the case of State-owned railways.

12. Although the resolutions on many of the reports were simply to record them on the Conference proceedings, I have no doubt that railway administrations will take advantage of the recommendations. I would, however, impress on the Chairmen of Committees appointed for the coming year that in fairness to themselves, and the Conference, it is necessary that their reports should be submitted in time for the delegates to give them the consideration which they merit.

13. I must also thank Mr. Tylden-Pattenson for his interesting address.

14. I think, Gentlemen, you will wish me to thank Mr. Bliss, our Secretary, and his staff for the admirable manner in which they have dealt with the clerical work of this Session. Our thanks are also due to Mr. Reaks, our Director of Wagon Interchange, and as he is shortly leaving our service, I propose to thank him for the good work he has rendered to this Association during the tenure of his office.

15. I must thank you all very sincerely for your co-operation during this session, which has made my task as President, an easy and pleasant one.

16. MR. COLVIN:—Gentlemen, I have been given the privilege of proposing a vote of thanks to our President and it is a privilege which I welcome, because, in its exercise, I feel I shall have the whole Conference with me and at its conclusion need not fear that some ingenious-minded gentlemen will get up and propose an amendment necessitating a hot defence of my proposal.

17. We owe a special debt of gratitude to Mr. Ashley Biggs for presiding over this Conference, for he came to our rescue when we unexpectedly found ourselves in the unhappy position of a flock without a leader. To take on the duties of the President of the Conference Association in any case always means undertaking a great deal of responsibility and preparatory work, whilst to take on these duties unexpectedly and at short notice is a task from which anyone might quail. I don't know how far Mr. Ashley Biggs did quail. I have an idea that he just gave a shrug of humorous resignation and hoped for the best—but if he had any fears as to the difficulties being too great for him, the last week has shewn how utterly groundless any such fears were. Under his guidance and inspiration this Conference has disposed of a large mass of work in record time and it has disposed of it in a spirit of friendly geniality and good humour—a spirit I think it has caught from its President. I have said we have got through the work in record time, but in this connection I should like to say that I do not think we will always be able to count on finishing the proceedings so quickly, and indeed in some ways I am not sure it might not be an advantage if we were given a rather longer time to consider the reports of the sub-committees who sit at this Conference before we discuss them in full Conference. One other incidental remark I would like to make and that is that next year if the number of delegates continues to grow, we will either have to arrange to get less bulky tables, or less bulky delegates.

18. This, however, Gentlemen, is by the way and has nothing to do with the main purpose of my remarks, which is to express on behalf of the Conference our thanks to our President. We have to thank him for a most interesting and arresting

opening address (if in some respects the opening address was not quite so arresting as the speech he made the evening before at 'another place' we must remember that on the former occasion no reporters were present) and we have also to thank him for the care with which he has arranged our programme of work, for the firm and tactful way he has presided over our proceedings and above all for his constant sympathetic kindness and geniality to one and all of us.

19. Our thanks also are due to Mr. Bliss and to the Secretariat of the Conference. Although Mr. Bliss frequently wears the appearance of smiling leisure during our proceedings I know that if anyone else undertook his duties and carried them out so successfully, that person would soon find he had singularly little time—and still less occasion—for smiling.

20. Gentlemen I propose a vote of thanks to Mr. Ashley Biggs, our President.

21. MR. LLOYD JONES:—MR. President, I second the resolution proposed by Mr. Colvin and congratulate you on having conducted a most successful Conference. We recognise that you possess among the other attributes of a leader the ability to get others to do the work, and I think we all appreciate the very high order of the reports that have been placed before the Conference during the present session. I sincerely trust that we shall be able to maintain the high standard that has been set by the Committees of the past year and that we may be able even to exceed it.

22. I was somewhat anxious when I came to Simla to attend this Conference as I realised that the measures which had been adopted during my term of office were on their trial. If the reporting committees had not risen to the occasion the Conference might have been more or less abortive. But valuable as these reports are to railway administrations their value would be very considerably enhanced if when they came up to administrations for consideration we could be guided also by the opinions of the several delegates who attended the Conference. Even Mr. Colvin's provocative comment on the subject of illicit travel did not succeed in raising a discussion. I hope, Mr. President, that next year the delegates will come to the Conference prepared at least to offer their views on the important reports placed before them for discussion.

23. I am not very certain I understand the cryptic reference made by Mr. Colvin to your speech at the Railway Board dinner, but in whatever state of mind you arrived at the Conference I hope you have now been delivered of the load of anxiety.

24. I have much pleasure in seconding Mr. Colvin's proposal that the Conference record a vote of thanks to you for the efficient way in which you have conducted the proceedings.

25. PRESIDENT:—Mr. Colvin, Mr. Lloyd-Jones, and gentlemen, on behalf of Mr. Bliss and myself, I wish to thank you very sincerely for your vote of thanks. I am in complete agreement with the remarks of Mr. Colvin but I am not quite sure that I am quite in agreement with the remarks made by Mr. Lloyd Jones. At the same time, it has been a great pleasure to me, gentlemen, to preside at this Conference. In all probability it is the last time I shall ever come to this Conference: to those of you who are remaining behind,—I hope the majority of you for many years or as long as you want—I think that in future you have a very difficult position to grasp and to work in. Never mind, gentlemen. Difficulty is the savour of our work. I think if we went to office every day and we had no difficulties, we should soon get fed up. We don't want too much difficulty but a little difficulty is, I think, all to the good. At any rate, gentlemen, if I may "give you a piece of advice, it is just this: Be just and fear not, and above all, to your own selves be true, and it must follow as the night the day, thou canst not then be false to any man". This completes the business of this session and the Conference is now adjourned.

26. THE PRESIDENT then directed that the proceedings be printed and circulated to Railways and that the Secretary take action as necessary on Resolutions falling under Fundamental Rules 1 and 3 and on the following Resolutions falling under Fundamental Rule 2 after the approval of Companies' Boards and Controlling Authorities has been received:—

17, 26, 28, 34, 35 and 37.

The Proceedings were subsequently confirmed by letter vote.

C. V. BLISS,
Secretary.

A. ASHLEY BIGGS,
President.

APPENDIX A.]
Vide page 22.)

APPENDIX A.
[See Resolutions Nos. 4 (vi) and (viii)]

The following officers have been nominated by railways to serve on the Electrical, Engineering Mechanical Sections for the year 1928-29 :—

Railways	Electrical Section.	Engineering Section.	Mechanical Section.
Assam Bengal	Mr. E. B. Francis, (E. E.) .	Mr. H. S. R. Boyagian, (C. E.) .	Mr. E. W. Thomas (L. S.).
Assam Railways and Trading Co. (The Dibru Sadiya Railway).	Mr. J. H. Moss, (L. S.) . .	The Chief Engineer	The Loco. Superintendent.
Barsi Light	Mr. K. de S. Calthrop, Dy. Agent in Executive charge of Loco. Dept.	Will not be represented.	represented.
Bengal and North Western	Mr. D. K. Shepherd, (E. E.) .	The Chief Engineer	The Loco. Superintendent.
Bengal Doonars . . . . .	..	Mr. J. A. Polwhele, (M. & E. in-Chief)	Mr. J. A. Polwhele, (M. & I. Chief).
Bengal Nagpur	Mr. M. Walton, Supdt., Electrical Branch.	Mr. R. D. T. Alexander, (C. E.) .	Mr. H. L. Cole, (C. M. E.).
Bengal Provincial . . . . .	..	Mr. S. P. Flowerdew (C.E., E.I. Ry.)	Mr. R. L. Ray, (C. M. E., E. I. S.)
Bhavnagar State	Capt. W. Cox Moore, (L. & C. S.)	Mr. F. H. Bibra, (M. & E. in-Chief) .	Capt. W. Cox Moore (L. & C. S.)
Bikaner State	Mr. R. D. Sandes, (L. C. & W.S.)	The Engineer-in-Chief	The Loco. and Carriage Superintendent
Bombay, Baroda and Central India	Mr. F. T. Wright, (C. E. E.) .	Mr. F. G. Arnould (C. E.) . . .	Mr. F. J. Page, (L. & C. S.),
Bombay Port Trust	The Manager	The Manager	The Manager.
Burma	Mr. S. W. Cobban, (E. E.) .	The Chief Engineer	The Loco. Superintendent.
Calcutta Port Commissioners' . . . . .	..	Do not propose to nominate any officer.	..
Darjeeling Himalayan . . . . .	..	Will not be represented.	represented.
Dholpur Bari	Will not be represented	Mr. S. R. Phanscy, (Manager)	Mr. R. S. Tripathi (Assis. Manager).
Eastern Bengal	Mr. A. R. Gundry, Deputy Loco. Supdt., Electrical.	The Chief Engineer	The Loco. and Carriage Superintendent.
East Indian	Mr. A. H. Chilton, (C. E. E.) .	Mr. S. P. Flowerdew, (C. E.) . .	Mr. R. L. Ray, (C. M. E.).
Gaekwar's Baroda State	Will not be represented	The Loco. and Carriage Superintendent.	The Mechanical Engineer-in-Chief
Gondal	The Manager and Engineer-in-Chief.	The Manager & Engineer-in-Chief .	The Manager & Engineer-in-Chief
Great Indian Peninsula	Mr. H. J. Seale, Ag. Electrical Engineer and Mr. F. L. Otter, Dy. Transportation Supdt. (Traction).	The Chief Engineer	The Chief Mechanical Engineer.
Gwalior Light . . . . .	..	Mr. R. E. Bury, (Tech. Adviser) . .	Mr. R. E. Bury, (Tech. Adviser)
H. E. H. the Nizam's Guaranteed State	Will not be represented	Mr. F. M. B. Rosenthal, (Supdt., Way & Works).	Mr. G. R. G. Huddleston (L. C. S.)
Jamnagar and Dwaraka	Mr. F. C. Nissen, Manager and Engineer-in-Chief.	Mr. N. R. Green, (Ex. E.). . . .	Mr. F. C. Nissen (M. & E. in-Chief)
Jodhpur	Mr. R. A. Tarleton, Deputy Loco. Superintendent.	Major E. E. V. Temperley (Dy. Manager, Engineering).	Mr. R. A. Tarleton, (Dy. L. C. W. S.)
Jorhat (Provincial) . . . . .	..	....	....
Junagad State	Mr. F. T. Wright (C. E. E., B. & C. I. Ry.).	Mr. F. G. Arnould, (C.E., B. B. & C. I. Railway).	Mr. F. J. Page (L. & C. S., B. B. C. I. Railway).
Madras and Southern Mahratta	Mr. H. H. L. Prendergast, (C. E. E.).	Mr. J. G. R. Marsh, (C. E.) . . .	Mr. R. D. Thompson, (Dy. L. C. S., Works.)
Madras Port Trust	Will not be represented	Do not propose to nominate any officer.	..
Messrs. Kar and Co. (The J. J. Light Railway). . . . .	..	The Chief Engineer, E. B. Railway .	The Loco. and Carriage Superintendent, E. B. Railway.
Messrs. McLeod and Co. (The A. K., B. D. R., etc., Light Railways).	Will not be represented	Mr. J. J. Godfrey (General Manager and Chief Engineer).	Mr. J. J. Godfrey, (General Manager and Chief Engineer).
Messrs. Martin and Co. (The Howrah Amta, etc., Light Railways). . . . .	..	Mr. H. St. J. Sanderson, (C. M. E.) .	Mr. H. St. J. Sanderson, (C. M. E.)
Messrs. Octavius Steel and Co. (The Delhi Rohita Light Railway). . . . .	..	Do not desire to nominate a representative for 1928-29.	Do not desire to nominate a representative for 1928-29.
Morvi	Mr. M. N. Sen, (E. E.)	Mr. J. M. Pandya, (R. E.)	Mr. J. M. Pandya, (R. E.).
Mysoore	Will not be represented	Mr. K. Srinivasalingar, (Engineer-in-Chief).	Mr. E. J. Kelly (L. & C. S.).
North Western	Mr. H. J. Darling, (E. E.) . . .	The Chief Engineer	The Chief Mechanical Engineer.
Porbandar State	The Loco. & Carr. Superintendent.	The Engineer-in-Chief	The Loco. and Carriage Superintendent.
Rohilkund and Kumaon	Mr. D. K. Shepherd, (E. E., B. & N. W. Railway).	The Chief Engineer	The Loco. Superintendent.
South Indian	Mr. S. L. Rowbotham, (E. S.)	The Chief Engineer	The Chief Mechanical Engineer.
Udaipur Chitorgarh	Mr. W. Finnigan, (L. C. & W.S.)	Mr. M. H. Irens, (M. & E. in-Chief) .	Mr. W. Finnigan, (L. C. & W. S.)

APPENDIX B.
(See Resolution No. 11).

ANNEXURE A. TO RES. C./57 OF THE COMMERCIAL COMMITTEE.

I. A. F. T. _____

**Leave Concession Voucher Form D for military
officers travelling by railway.****Not transferable.**

Voucher No. _____

(Seal of Office of issue.)

To _____

THE STATION MASTER,

Certified that (Rank) _____

Name _____

Corps or Department _____ is proceeding on leave

at his own expense, and * _____

and is entitled to receive a first class ordinary single ticket from _____

to _____

on payment in cash of a single second class fare. _____

_____ Station. } _____

Date _____ } _____

Signature of issuing officer.

Commanding (Unit) _____

Certified that the ticket as above has been received by me on date.

Date _____ Signature of Officer receiving the ticket.

First class ticket No. _____ has been issued on the authority of this
voucher.

_____ Station Master

Date _____

* Here quote Station Order or other authority granting leave

Any alteration in this form will render it null and void.

P. T. O.

INSTRUCTIONS.

1. This voucher must be signed by the officer sanctioning the leave.
2. Booking clerks have instructions not to accept this voucher if it does not bear the stamp of the issuing office on the face.
3. The voucher must be exchanged for a ticket *on payment in cash* at the starting station.
4. If the holder of this form fails, through any cause whatever, to exchange it for a ticket before the commencement of the journey, he will forfeit the concession of travelling higher class on payment of the lower class fare and excess charges under section 113 of the Indian Railways Act IX of 1890 for the class in which he is travelling will be levied as in the case of the ordinary public travelling without a ticket.
5. The free allowance of luggage on the ticket issued in exchange for this voucher is 1½ maunds; additional luggage will be charged for at tariff rate for which an ordinary luggage ticket will be issued.
6. The families of officers and other ranks are not entitled to use this form.

[APPENDIX C.
(Vide page 43.)

APPENDIX C.

(See Resolution No. 11).

ANNEXURE B TO RES. C. 57 OF THE COMMERCIAL COMMITTEE.

I. A. F. T. _____

Duty Voucher Form E for use of Officers and Departmental Warrant Officers when travelling by rail on duty.

Voucher No. _____

Not transferable.

(Seal of Office of issue.)

To

THE STATION MASTER,

Certified that (Rank, Name and Corps or Department) _____
is proceeding on duty, vide _____ and is entitled to receive
a _____ class single journey ticket from _____ to _____
via _____ on payment in cash of a single fare as follows:—

(a) for a 1st class ticket .. Second class fare.

(b) for a 2nd class ticket .. the lowest fare chargeable to the public by the train
by which booked.

Station _____

Signature of issuing officer.

Dated _____

Commanding (Unit) _____

NOTE.—This voucher will not be issued to Lady Nurses or Civilians in the Army Department

Certified that the ticket as above has been received by me on date.

Dated _____

Signature of Officer receiving the ticket.

_____ Class Ticket No. _____ has been issued on the authority of this
Voucher.

Station Master.

Dated _____

* Here quote reference to formation (A. H. Q., Command, District, Brigade, Station or unit) order authorising the movement.

[P. T. O.]

APPENDIX C.]

(*Vide* page 43.)

INSTRUCTIONS.

1. Booking Clerks have instructions not to accept this voucher if it does not bear the stamp of the issuing office on the face.
2. The Voucher must be exchanged for a ticket on *payment in cash* at the starting station.
3. If the holder of this form fails, through any cause whatever, to exchange it for a ticket before the commencement of the journey, he will forfeit the concession of travelling higher class on payment of the lower class fare and excess charges under section 113 of the Indian Railways Act IX of 1890 for the class in which he is travelling will be levied as in the case of the ordinary public travelling without a ticket.
4. Any alteration in this form will render it *null and void*.

APPENDIX D
(See Resolution No. 11.)

Audit and Accounts Committee's Resolutions Nos. 4 and 9 of meeting No. 3 held in July 1927.

Resolution 4.—*The Audit and Accounts Committee recommend the introduction of the additional forms proposed by the Army Department for State Officers, Indian officers, non-commissioned officers and men of Indian State Forces travelling on Government duty at the expense of the State concerned, the present forms I. A. F. T. 1720-A, and B being used as at present for Indian officers, non-commissioned officers and men when travelling on leave at their own expense. As the concession of single journey tickets at $\frac{1}{2}$ single fares is applicable only to I and II class single journey tickets, a footnote to this effect should be inserted in the certificate.*

The following note should be put on top of the new form in heavy type:—

"To be used only when travelling on Government duty at the cost of the Indian State concerned."

Resolution 9.—*With reference to Resolution No. 1 of the 2nd Meeting of the Audit and Accounts Committee for Interchange held at Delhi on 27th March 1927 and following days, the Army Department subsequently intimated their desire to continue cash payment for journeys on duty and to introduce an "unaccompanied baggage certificate". The matter has therefore been considered afresh by the Committee.*

After full discussion with the representatives of the Army Department, the Audit and Accounts Committee recommend the adoption of the forms as now revised and printed with these proceedings in supersession of those published in the proceedings of the Audit and Accounts Committee meeting held at Delhi in March 1927, subject to the following conditions:—

- (i) That the form referred to in paragraph 1 of letter No. 69293-Q-2, dated July 1927, from the Government of India, Army Department, to the Secretary, Indian Railway Conference Association be called "Voucher Form A for journeys on duty".*
- (ii) That the warrants forms referred to in paragraph 2 (b) (1) of letter No. 69293-Q-2, dated the 20th December 1926 from the Government of India, Army Department, to the Secretary, Indian Railway Conference Association, excluding "Warrant Form A" which has become "Voucher Form A," under the revised proposals, be called "Warrant Form B for individuals or small parties" and "Warrant Form C for troop trains and reserved vehicles".
- (iii) That the form replacing Certificate Form E referred to in paragraph 2 (b) (iii) be called "Leave concession Voucher Form D† for Military Officers travelling by railway".
- (iv) All bills to be paid on presentation subject to post audit.
- (v) There appears to be no need for different coloured forms for different railways and it is proposed that a single colour form be used for all railways. It is, however, recommended in order to distinguish the new from the old forms that the new forms should be printed on coloured paper and it is further recommended that each form should be given a different colour as under:—

Voucher Form A	..	..	..	..	Yellow.
Warrant Form B	..	..	..	..	Green.
Warrant Form C	..	..	..	..	Pink.
Leave Concession Voucher Form D	..	..	..	..	Blue.

- (vi) *Paragraph 4 (iv) of Army Department Note.*—It is not considered desirable from a railway point of view to allow troops to be moved in the absence of written authority. It is therefore suggested that the telegram issued by Milrail should include complete particulars of the accommodation to be provided (number and class of vehicles, number of persons travelling, etc.), and that the despatching officer should give the station master a written authority for the actual accommodation provided. This authority will be accepted in lieu of a warrant.
- (vii) *Paragraphs 4 (v) and 4 (vi) of Army Department's Note.*—It is also not considered desirable so far as railways are concerned to issue more than one warrant for one movement of troops. In cases in which correction has to be made in a warrant issued by Milrail it is proposed that the officer arranging the despatch should be authorised to carry out the necessary correction in the warrant under his signature and date and to advise Milrail.
- (viii) The extra receipt for chargers, etc., referred to in paragraph 5 of letter No. 69293-Q-2, dated July 1927 from the Government of India, Army Department, to Secretary, Indian Railway Conference Association, should be granted by stations on the ordinary money receipt form.

*See Appendix C to Res. 11.

†See Appendix B to Res. 11.

APPENDIX D. (See Resolution No. 11.)

[APPENDIX D.]

Vide page 43.)

I. A. F. T. _____

Warrant Form B for individuals and small parties.

Order No. _____ dated _____

Not transferable.

Office Seal.

To be stamped with Office Seal
before issue.Please provide conveyance by mail train for the undermentioned from _____

to _____ via _____ on _____ 192 _____

1	2	3	4	5
PARTICULARS.	No. or quantity requiring conveyance. Each item to be filled in words and perpendicular lines drawn between each entry.	Accommodation actually provided by the starting railway. To be filled in by the despatching Officer.	(1) Rank, name and particular unit or formation or establishment of officers or personnel travelling singly or in small parties. In case of movements to field service or overseas state the force and unit from which detached. In case of detachments posted give the name of the unit of each detachment together with its strength. (2) No. and date of order directing the movement. (3) Paragraph of A. R. V. Vol. X authorising conveyance. (4) Nature of duty in which proceeding and if permanent or temporary.	Amount charged. To be filled in by Station Master.) Rs. As.
1ST CLASS. { At contract rates .. { At tariff rates .. Men { at contract rates .. { at tariff rates .. Wives Children { 3 and under 12 years .. { unmarried girls 12 years .. { and over .. { boys between 12 and 18 years .. Hospitals Prisoners Insanes Lying down accommodation, berths INTERMEDIATE—Men at tariff rates				
2ND CLASS. { At contract rates .. { At tariff rates .. Men { at contract rates .. { at tariff rates .. Wives Children { 3 and under 12 years .. { unmarried girls 12 years .. { and over .. { boys between 12 and 18 years .. Hospitals Prisoners Insanes Lying down accommodation, berths INTERMEDIATE—Men at tariff rates				
3RD CLASS. { At contract rates .. { At tariff rates .. Men { at contract rates .. { at tariff rates .. Recruits brought by an authorized recruiting party Wives of Indian rank and file and public followers Children { 3 and under 12 years .. { unmarried girls 12 years .. { and over .. { boys between 12 and 18 years .. Prisoners Insanes Lying down accommodation Animals Attendants Total baggage and stores, etc., to be conveyed Deduct free railway allowance Chargeable by railway				

Signature of issuing officer.

Officer receiving this requisition.

Rank and name _____

Designation _____

Corps or Department _____

Soldier's ticket No. _____ dated _____ has been issued on the authority of this warrant:

Date _____ Station _____ Station Master.

Certified that tickets as entered in column 3 have been received by me.

Date _____

Signature of Officer receiving the tickets.

Designation _____

P. T. O.

Block foil.

1. This form must not be issued for parties sufficient to fill one or more vehicles in terms of vehicles.

2. Column 2 of the warrant will be filled in by the officer commanding the station and column 3 by the despatching officer. As the information in column 3 forms the *basis* on which payment is made it should not be completed until the actual accommodation provided and the weight of stores and baggage actually conveyed has been verified by the despatching officer. The warrant will then be signed and handed to the railway authorities in exchange for a ticket.

3. No alterations are to be made in warrants. If a warrant is incorrectly made out, it should be cancelled and a fresh one issued.

4. The warrant must bear the stamp of the issuing office ; otherwise it will not be accepted by the booking clerk.

5. If an individual desires to travel by other than the main route which will invariably be entered on the warrant and there is no military objection to the change, this may be arranged by him with the railway authorities on payment of the excess fare.

6. The Station Master will detach and despatch the perforated slip to the issuing officer direct, when a warrant has been exchanged for a soldier's ticket.

7. On receipt of the slip from the station master the issuing officer will paste it on the counterfoil of the warrant form. In the event of a fraud coming to light, he will at once report the matter to the local railway and police authorities.

[illegible]

APPENDIX D.
(See Resolution No. 11.)

I. A. F. T.

Warrant Form C for troop trains and reserved vehicles.

Order No.

Date

Office Seal.

To be stamped with Office
Seal before issue.

Not transferable.

To

TOY STATION MASTER

Please provide the undermentioned stock from

in

on

192

Type of carriage	No. and class of vehicles requisitioned for.	No. and class of vehicles actually supplied.	Amount charged.	REMARKS.
10-wheeled vehicle				
Coach				
6-wheeled vehicle				
4-wheeled vehicle				
Military car				
Kitchen car				
Horse vehicle				
Horse wagon				
Baggage wagon				
Brake van				
Powder van				
Saloon				
Reserved section carriage				
Reserved 1st class compartment				

† At public rate.

‡ At 50 second class fares.

Signature of issuing officer.

Designation

Certified that ^{no alteration}
~~the following alterations~~ have been made in this form.

Date

Signature of despatching officer.

Soldier's ticket No. dated has been issued on the authority
of this warrant.

Dated

Station Master.

Certified that the ticket noted above has been received by me.

Signature of officer receiving the ticket.

P. T. O.

Block foil.

INSTRUCTIONS.

1. Column 3 of the warrant will be filled in by the despatching officer or officer commanding troops. As the information in that column forms the *basis* on which payment is made, it should not be completed until the actual accommodation provided has been verified.
2. All corrections are to be initialled by the despatching officer.
3. To meet audit objections a copy of I. A. E. T. _____ will be retained with the counterfoil.
4. The actual destination should be shown on the warrant when vehicles are required to be run over sidings in docks or harbours, e.g., Alexandra Docks, Bombay, Kiamari, etc.
5. The warrant must bear the stamp of the issuing office; otherwise it will not be accepted by the booking clerk.

APPENDIX E.

(See Resolution No. 18.)

[APPENDIX E.]

Vide page 46.)

ANNEXURE A TO RESOLUTION 41 OF THE OPERATING COMMITTEE.

Report of Sub-Committee formed under Resolution No. 9 of the 5th meeting of the Operating Committee for Interchange held at Bangalore on the 25th July 1927.

TERMS OF REFERENCE :

To draw up rules for the imposition of a penalty on all vacuum fitted wagons interchanged whose vacuum brake equipment is not in working order.

The Committee consisted of the following members :—

Mr. J. D. MOLLETT, *Divisional Rolling Stock Officer, N. W. Railway,*
Chairman.

Mr. H. L. JONES, *Dy. Loco. Supdt., B. B. & C. I. Railway.*

Mr. R. HORSFIELD, *Divisional Supdt., G. I. P. Railway.*

Mr. T. FOSTER, *Rolling Stock Supdt., E. I. Railway.*

Mr. A. E. MATCHER, *Neutral Control Officer to the Director of Wagon Interchange.*

1. The meeting was held at Delhi Main station on Tuesday, August 30, 1927.
2. A practical demonstration of creating of vacuum on a load of 72 vehicles was made in the Shakur Basti N. W. Railway yard when the following proposed rules were tried out and found workable and quite satisfactory.
3. Vacuum was destroyed and after an interval of 5 minutes the train was tested as detailed in para. 7 (c) and (d). This test took 23 minutes when it was found that 25 vehicles out of 72 would have incurred the penalty. The Committee, after this demonstration, were of opinion that the tests laid down are absolutely decisive and admit of no arguments or doubts as to whether the equipment is operating efficiently or not.
4. In order to successfully carry out the proposed suggestions for the testing of vacuum brake equipment of wagons interchanged, it is absolutely necessary that vacuum testing plants be installed in both up and down directions at junctions, due to the fact that it should be permissible for the tendering Railway to remedy petty defects before being billed.
5. It is the opinion of the Sub-Committee that no more time should be allowed for testing vacuum brake equipment than is at present allowed for the examination of trains so that it may possibly be necessary to employ a few more men.
6. It is agreed that what is wanted is a train test rather than an individual wagon test. For this purpose it is desired to ascertain whether the brake is operative on each wagon or not, it is at present undesirable to test for petty leaks, etc., as laid down in para. 33, page 29 of the Rules for Train Examiners, I. R. C. A. 1925.
7. The test should be carried out as follows :—

(a) Create vacuum.

(b) Destroy vacuum.

(c) Taking 5 minutes as a minimum and 30 minutes as a maximum, the brake lever will be dropped and it will be noted whether the piston follows the upward movement of the fork end of the shaft arm.

(d) Each cylinder will then be 'bled off' by pulling the ball or release valve lever and noting whether the piston falls.

(e) This test to be completed wagon by wagon starting from one end. It will be carried out during the last 25 minutes the billing is in progress.

APPENDIX E.]

Vide page 46.)

8. Failure to comply with the tests laid down in 7 (c) and (d), or either, will involve a penalty of Rs. 20 per defective cylinder against the tendering Railway. It should be noted that the removal of a cylinder at the point of interchange, without replacing it, in order to evade the penalty will automatically incur that penalty.

T. FOSTER,
Rolling Stock Supdt.,
E. I. Railway.

A. E. MATCHER,
Neutral Control Officer.

J. D. MOLLETT,
Rolling Stock Officer,
N. W. Railway.

R. H. HORSFIELD,
Divl. Supdt.,
G. I. P. Railway.

H. L. JONES,
Ag. Dy. L. & C. Supdt.,
B. B. & C. I. Railway.

APPENDIX F.
(See Resolution No. 20.)

[APPENDIX F.
Vide page 47.]

ANNEXURE C TO RES. C. 59 OF THE COMMERCIAL COMMITTEE.

SERIAL No.

I. A. F. T. 1720-C.

Certificate for soldiers of the Indian Army *proceeding on furlough* at Government expense when travelling in special Military vehicles.

Certified that the bearer hereof (rank and name).....
is on furlough at Government expense and was conveyed with other furlough men
by No.....train in a vehicle for which charges at military rates have been
paid.

This certificate is given him to enable the Station Master at.....
to pass him out of the station platform on.....date.

Station Officer Commanding

Dated Unit or Detachment

Note.—This certificate will be made over by the holder for record to the Station Master of the station at which he detrains.

SERIAL NO.

I. A. F. T. 1720-D.

Certificate for soldiers of the Indian Army *returning from furlough* at Government expense when travelling in special Military vehicles.

Certified that the bearer hereof (rank and name).....
is returning from furlough at Government expense and will be travelling in a
vehicle for which charges at military rates have been paid.

This certificate authorises the Station Master at.....
to admit the bearer to the station platform on or about the.....
192 . to join his furlough party.

Station Officer Commanding

Dated Unit or Detachment

Note.—This certificate will be made over by the holder to the Officer Commanding Unit or Detachment.

APPENDIX G.]

Vide pages 75 to 77.)

APPENDIX G.

(See Resolutions Nos. 35, 36 and 37.)

Report of Sub-Committee No. 1 appointed under Resolutions Nos. 2 and 3 of October 1927.

MEMBERS :

MR. C. W. LLOYD JONES (*H. E. H. the Nizam's Guaranteed State Railways*).
(Chairman.)MR. P. ROTHERA (*South Indian Railway*).MR. T. G. RUSSELL (*Great Indian Peninsula Railway*).MR. A. T. STOWELL (*North Western Railway*).MR. W. MILLER (*Bengal and North Western Railway*).MR. B. SEVERS (*East Indian Railway*).MR. H. A. M. HANNAY (*East Indian Railway*).

PRESENT.

MR. C. V. BLISS, *Secretary, Indian Railway Conference Association*.MR. F. H. REAKS, *Director of Wagon Interchange*.

SUBJECT NO. 83.

A revised method of Compiling information relating to the movements of Wagons and of adjusting hire charges between Railways on Interchanged wagon stock.

References—

Railway Board's letter No. 4142-F. of 21st July 1927, enclosing a report from Mr. W. H. Scott on the wagon accounting experiment on the North Western Railway.

Note by Director of Wagon Interchange on Mr. Scott's Report.

Resolution No. 42 of Meeting No. 6 of the Operating Committee for Interchange.

1. The method by which the Director of Wagon Interchange arrives at balances for broad gauge railways is based initially on opening balances obtained by a census. It is maintained by daily returns received from interchange junctions. The accuracy of the figures obtained in this way by the Director of Wagon Interchange is verified by an annual wagon census. Although the accuracy of these figures left much to be desired when the wagon pool was first started, the errors in the balances obtained in this way have been progressively reduced until the discrepancy detected in the 1926 Census is considered to be sufficiently small as to be negligible for all practical purposes. The actual differences between the figures of the Director of Wagon Interchange and the wagon census during the last six years have been as follows —

1921	..	..	..	..	..	..	10,200
1922	..	..	..	..	..	..	1,598
1923	..	..	..	..	..	..	387
1924	..	..	..	..	..	..	253
1925	..	..	..	..	..	..	436
1926	..	..	..	..	..	..	151

It will be noticed that these figures show a progressive improvement in the accuracy of the wagon pool accounts. The Director of Wagon Interchange attributes this improvement, to a considerable extent, to the check carried out on the junction returns by the car record register which is maintained in his office. In this

register the movements of all wagons interchanged at junctions are recorded. The car record section was originally introduced to enable the Director of Wagon Interchange to watch the movements of non-pooled stock with a view to preventing the misuse and misreturn of wagons. It actually records the movements of all interchanged stock and forms a very valuable means to all railways of tracing the movements of wagons. Your sub-committee are strongly of opinion that the car record section should be retained, whatever system is used for obtaining wagon balances. The total cost in the Director's office of obtaining wagon balances for purposes of control and adjustment of hire charges is approximately Rs. 4,000 per mensem, exclusive of superior establishment, but this includes the cost of maintaining car records which is nearly Rs. 3,000, so that the reduction of expenditure in the Director of Wagon Interchange's office, if Mr. Scott's proposals were accepted, would be about Rs. 1,000 per mensem.

2. Mr. Scott has suggested an alternative to the present method for obtaining the wagon balances required to adjust interchange accounts and he maintains that his method has the advantage of greater accuracy and that the information can be obtained at less cost than at present. The method is based on a return of wagon transactions from every broad gauge station, the station balances being verified by a daily count of wagons at stations. These station balances are submitted to divisional offices where they are checked by reference to the guard's reports, vehicles summaries, etc., and divisional balances obtained by the addition of wagons that were running on trains at the time of the count. By these means the total number of wagons on a railway is arrived at and if the system were extended to all broad gauge railways, the totals should tally with the total wagon stock. Your sub-committee do not consider that in every case reliance can be placed on a daily count of wagons without material increase to the cost of staff at stations. Even assuming the accuracy of the wagon accounting experiment on the North Western Railway your sub-committee think it most unlikely that accurate accounts could be maintained if the system were extended to all broad gauge railways—particularly on the colliery division of the East Indian Railway. The figures obtained by Mr. Scott's system are intended to be used, eventually, for the adjustment of hire accounts as between railways and for operating officers to control movements of stock on their districts. It is considered that the figures now obtained on railways are sufficiently accurate for both these purposes and that, even assuming the greater accuracy of Mr. Scott's method, his figures would be of no greater benefit than those now actually available. Your sub-committee cannot agree that the cost of Mr. Scott's method would compare favourably with the expenditure incurred at present. The saving in the Director of Wagon Interchange's office would be only about Rs. 1,000 per mensem—which is less than the expenditure now incurred under Mr. Scott's system on the North Western Railway alone, which railway only handles approximately 20 per cent. of the total Broad Gauge wagon stock. Mr. Scott has taken no account of additional expenditure that will be necessary at big junctions to carry out his daily count of wagons and in your sub-committee's opinion this expenditure, in certain cases, may be considerable.

3. For the foregoing reasons your sub-committee have come to the conclusion that the system proposed by Mr. Scott would be more costly than the methods now in use, that the balances obtained by the Director of Wagon Interchange are reasonably accurate and that no great expenditure is warranted to improve the accuracy of the figures on which wagon accounts are based. In view of the fact that the accuracy of wagon balances obtained by Mr. Scott's method will depend on the submission of accurate figures from every broad gauge station as against correct returns from a comparatively few junctions, your sub-committee consider that the possibility of error under the former system will be greater. Your sub-committee see no advantage in adopting the method proposed by Mr. Scott and recommend that the present system of maintaining junction balances be retained.

4. The Operating Committee proposed to appoint a sub-committee to report on (a) the extent to which check on the movement of wagons is desirable and (b) the proposed and existing methods of arriving at wagon balances. If the Conference accept the foregoing recommendation not to adopt the method suggested

APPENDIX G.]

Vide pages 75 to 77.)

by Mr. Scott, the necessity for the sub-committee as constituted by the Operating Committee will no longer be necessary. Your sub-committee recommend, however, that the Operating Committee shall be asked to appoint a sub-committee, if they consider it desirable, to ascertain what means are employed at present on railways for locating and checking the movements of wagons and to recommend the most suitable procedure.

SUBJECT NO. 25.

Wagon Interchange—Extension of the system of neutral Control and the means by which its cost may be lessened.

References :—

Agent, G. I. P. Ry., letter No. 10178-G./168 of 17th February 1927.

General Traffic Manager, M. and S. M. Ry., letter TD-31/27 of 18th May 1927.

Proceedings of sub-committee of the Operating Committee for Interchange held on 10th June 1927.

Resolution No. 21 of Meeting No. 5 of the Operating Committee for Interchange.

1. Your sub-committee agree that for the reasons given in the sub-committee's report dated 10th June 1927, the proposals made in the letters from the Agent of the G. I. P. and the General Traffic Manager of the M. and S. M. Railways referred to above, shall not be accepted.

2. The Operating Committee recommended that a six months' trial of scheme X should be made with effect from 1st January 1928 at Cheoki. This scheme would require the Director of Wagon Interchange to undertake the repair of wagons and we are of opinion that the Indian Railway Conference Association have no power to accept responsibility of this kind under the Fundamental Rules. For this reason your sub-committee recommend that this proposal of the Operating Committee shall not be accepted as the merits of the scheme do not warrant a change in the fundamental rules extending the functions of the Association.

3. Although it has not been possible to accept any of the three schemes which have been proposed, your sub-committee appreciate the importance of reducing the very considerable expenditure now incurred on the examination and repair of stock interchanged at junctions. The terms of reference given to this sub-committee by the Operating Committee were, *inter alia*, "to make recommendations regarding improvements in the methods of interchanging stock at junctions and for improving the standard and reducing the cost of maintenance for broad gauge goods rolling stock". Your sub-committee think that the sub-committee should not have confined their consideration to the three schemes dealt with in their report and that a further attempt should be made to find some alternative to the present rules. One alternative is the pooling of maintenance charges—originally suggested by Mr. Morley and referred to in Mr. Scott's report. Another method which has been suggested to your sub-committee is the formation of reconditioning depots at certain stations on each railway system, so situated as to enable each railway to discharge its obligation to contribute towards the maintenance of the stock in general use. With a view to the consideration of the subject at the next Conference your sub-committee recommend that an advisory committee shall be appointed, constituted as follows :—

Mr. B. Severs (East Indian Railway), Chairman ;

Mr. E. H. Keelan (North Western Railway) ;

Mr. A. Richardson (G. I. P. Railway) ;

Mr. F. J. Page (B. B. and C. I. Railway) ;

The General Secretary being an *ex-officio* member and Secretary.

The terms of reference to this committee to be as follows :—

- (1) to recommend means by which the cost of repairs and maintenance of wagons at junctions may be reduced ;

(2) the object to be aimed at should be :—

- (a) reduction of debits on interchanged stock,
- (b) reduction of detentions to wagons at interchanged junctions,
- (c) reduction of examining and repairing staff at interchanged junctions.

SUBJECT NO. 80.

Proposed amalgamation of the offices of the Secretary, Indian Railway Conference Association and the Director of Wagon Interchange.

References :—

Conference letter No. C-37/27 of 7th April 1927.

Railway Board's letter No. 4958-E. of 15th July 1927.

D. W. I.'s letter No. E./34/A. E. M./3464 of 26th August 1927.

1. *Allocation of expenditure.*—The estimated expenses of the wagon pool during 1928-29 amount to Rs. 1,60,310 composed of Rs. 78,977 the cost of maintaining wagon accounts which can be directly allocated to the pool and Rs. 81,333 on account of supervision and miscellaneous charges including rent of office which in future will be included in the joint expenses of the amalgamated offices. It is estimated that the immediate saving effected by the amalgamation will be approximately Rs. 22,781 and your sub-committee recommend that after the amalgamation the expenditure of the I. R. C. A. shall be allocated Rs. 71,000 per annum to the broad gauge wagon pool and the balance to the administration of the I. R. C. A. On this basis the administration charges of the I. R. C. A., as distinct from the wagon pool, during 1928-29 will be Rs. 67,025 as compared with Rs. 78,473 before the amalgamation and the expenditure of the wagon pool will be Rs. 1,48,977 as compared with Rs. 1,60,310 before the amalgamation.

2. *Headquarter offices.*—Your sub-committee understand that the office now occupied by the D. W. I. is not suitable for extension as permanent headquarters although it could be used for the combined offices as a temporary measure. They recommend that as the amalgamation of the two offices has not yet been sanctioned as a permanent measure the two office buildings now in use shall be retained until next year.

3. Your sub-committee draw attention to paragraph 4 of the President's note enclosed in Conference letter No. C. 37/27 of 7th April 1927 and recommend that enquiries be made as to the possibility of moving the headquarters of the Association to Delhi. They recommend that the Conference shall authorise the change of headquarters from Allahabad to Delhi provided this does not result in any increased expenditure and that this change shall be made whether the amalgamation of the two offices be made permanent or be cancelled.

4. *General Secretary.*—Your sub-committee draw attention to the second paragraph of Railway Board's letter No. 4958-E, dated 15th July 1927, in which it is stated that "the Board feel convinced that in actual practice the executive work of the wagon pool will be carried out by the Deputy and the Secretary of the Indian Railway Conference Association (who will be designated General Secretary) will be only referred to for decisions on important questions as they arise". Your sub-committee do not accept this view of the General Secretary's duty and consider that it is essential that he should be in constant daily touch with the working of the wagon pool in order to exercise adequate control in accordance with the rules. They consider that it should be the primary duty of the Deputy Secretary to attend to the secretarial work of the Association. They are further of opinion that the importance of the duties delegated to the General Secretary fully warrant the scale of remuneration already approved by the Conference.

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Vide pages 75 to 77.)

5. The designation of the Secretary under the scheme of amalgamation is General Secretary and your sub-committee recommend that the following note be added to rule 6 (i) of Conference Regulations, Part II, *viz.*, "The General Secretary of the Indian Railway Conference Association shall be *ex-officio* Director of Wagon Interechange".

6. *Neutral Control Officer*.—Your Committee have considered letter No. 3464 of 25th August 1927 from the Director of Wagon Interechange suggesting that the scale of pay laid down by the Conference for the Neutral Control Officer shall be reconsidered and are of opinion that the occasion has not yet arisen for the reconsideration of Resolution No. 40 of 1926.

C. W. LLOYD JONES (*Chairman*).

T. G. RUSSELL.

H. A. M. HANNAY.

A. T. STOWELL.

B. SEVERs.

W. MILLER.

P. ROTHERA.

APPENDIX H.

(See Resolutions Nos. 29, 30, 31, 32, and 33.)

Report of Sub-Committee No. 2 appointed under Resolutions Nos. 2 and 3 of October 1927.

MEMBERS :

- MR. N. PEARCE, (*Eastern Bengal Railway*) (*Chairman*).
 MR. M. W. BRAYSHAY, (*Bombay, Baroda and Central India Railway*).
 MR. R. L. BLISS, (*Assam Bengal Railway*).
 MAJOR J. W. GORDON, (*Jodhpur Railway*).
 MR. J. A. POLWHELE, (*Bengal Dooars Railway*).
 MR. H. W. JAMIESON, (*His Exalted Highness the Nizam's Guaranteed State Railways*).
 MR. D. H. KEELAN, (*East Indian Railway*).
 MR. A. PEEL GOLDNEY, (*Great Indian Peninsula Railway*).
 MR. H. P. BALL, (*Bombay, Baroda and Central India Railway*).
 MR. W. A. BURNS, (*Calcutta Port Commissioners*).
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SUBJECT No. 47.

Pass-holders travelling in a higher class by paying the difference in fares.

The Sub-Committee recommend that the resolution of the Audit and Accounts Committee be accepted. They, therefore, propose the following resolution for the acceptance of the Conference :—

That resolution No. 6 of the Audit and Accounts Committee No. 2, held in March 1927, be accepted and that it should be left to mutual arrangement between Railways to permit travelling on Free Passes in a higher class by payment of the difference of fares.

Resolution No. 6 of the Audit and Accounts Committee reads as follows :—

The Audit and Accounts Committee do not recommend that holders of foreign line passes should be permitted on payment of the difference in fares to travel in a higher class than that authorised by their Pass.

SUBJECT No. 56.

Issue of passes on foreign railways to officers' when attending Conferences and other meetings.

The Sub-Committee are of opinion that Passes should be issued to Officers attending the meetings of the Indian Railway Conference Association and Committee

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APPENDIX H.]

Vide pages 68 to 73.)

Meetings in connection therewith and also in connection with meetings of the Railway Rates Advisory Committee. They, therefore, propose the following resolution for the acceptance of the Conference :—

That rule 11, Appendix A of Conference Regulations, Part II 1927-28-Edition be modified as under :—

Present.

Passes will not be issued to employees travelling on duty.

NOTE.—This rule does not apply to the Secretary, Indian Railway Conference Association, or his staff and the Agent, East Indian Railway, is authorised to issue passes to them under these rules.

It was subsequently agreed that the Secretary, Indian Railway Conference Association, be empowered to issue passes to the staff of his office, signing them “for Agent, East Indian Railway”.

Proposed.

Passes will not be issued to employees travelling on duty except as follows :—

(a) Employees attending all meetings in connection with the Indian Railway Conference Association and the Railway Rates Advisory Committee.

(b) The Secretary, Indian Railway Conference Association and his staff.

The Secretary, Indian Railway Conference Association is empowered to issue passes to the staff of his office on East Indian Railway Pass Forms signing “for Agent, East Indian Railway”.

SUBJECT No. 56-B.

Use of metal passes over foreign railways by officers holding such passes instead of cheque passes.

The Sub-Committee are unanimously of opinion that the proposal of the Railway Board would lead to the promiscuous use of metal passes on foreign lines which is undesirable and that the inclusion of families would greatly increase the difficulty of the ticket checking staff and they do not therefore recommend its adoption.

SUBJECT No. 76.

Terminal charges levied by railways on coal and other traffic.

1. The Sub-Committee considered in detail the report of the Advisory Committee appointed under resolution No. 38 of the 1926 Conference and are of opinion that it is an extremely valuable examination of the question. The Advisory Committee have examined the relationship between the Indian Railways Act and the English Law and have drawn up their recommendations in accordance with the experience gained in England. Since the introduction of the Railways and Canals Act of 1888 the English Railways have had considerable experience in connection with terminals and the Advisory Committee have so far as possible provided against the difficulties that were experienced by English Railways.

2. Though there is no obligation on any individual Railway to do so, this Sub-Committee are of opinion that Railways would be well advised to examine their terminal charges so that they may be ready to meet any charge of unreasonableness that may be made against them. Each Railway's position would be greatly strengthened if this examination were carried out on all railways on similar lines.

3. The Sub-Committee consider that at this stage an examination of the actual amount of terminals recovered on the various classes of goods as referred to in paragraph 3 of the Railway Board's letter No. 1216-T., dated 1st February 1927 is not required. At present proof of reasonableness is all that is necessary.

4. The Sub-Committee agree that the method recommended by the Advisory Committee of arriving at the cost of those facilities for which terminal charges are levied is correct, i.e., actual book values in all cases and they consider that it is

very important to have the reserve of charging power as suggested in paragraph 17 of the Advisory Committee's report.

5. The Sub-Committee also consider it very desirable that a small Standing Co-ordinating Committee should be appointed to deal with all points that may arise in following out the recommended procedure and thus insure that all railways attain uniformity. They therefore propose the following resolution for the acceptance of the Conference:—

That the Report of the Advisory Committee be accepted and the methods proposed be adopted as the standard for calculation of terminal expenditure.

That the rates of interest, maintenance and depreciation as mentioned in paragraph 19 of the report should be accepted by all railways and that there should be no deviation therefrom.

That each Railway should be at liberty to include such percentage as profit as it considers justifiable as indicated in paragraph 20 of the report.

That in order to maintain uniformity of procedure, a Standing Co-ordinating Committee be appointed to deal with all points that may be referred by railways and that it should consist of the following:—

Mr. W. A. Burns (Port Commissioners, Calcutta), Chairman.

Mr. J. C. Rose (East Indian Railway).

and an Auditor co-opted by them.

and that a copy of this resolution be forwarded to the Railway Board.

SUBJECT No. 78.

Passengers travelling without tickets.

1. This subject has been before the Conference for a number of years having been first considered in 1911.

2. Since 1924 Railways have been collecting statistics of passengers detected travelling irregularly and the Sub-Committee of that year put forward various suggestions for combating this evil. The adoption of these suggestions has resulted in an increase in the number of detections.

3. The Sub-Committee have carefully considered the reports submitted on the methods adopted by the various Railways and are unable to recommend any particular method as having outstanding merit.

4. The Sub-Committee are convinced that until the Railway Act is suitably amended no substantial abatement of the evil can be expected and consider that in the meantime the present vigorous campaign should be continued.

5. They are, therefore, of the opinion that no useful purpose will be served by the inclusion of this subject in the annual agenda, but they consider the results attained should be forwarded yearly as soon as possible after the close of the calendar year to the Secretary, Indian Railway Conference Association for circulation to all Railways.

N. PEARCE, (*Chairman*).

M. W. BRAYSHAY.

R. L. BLISS.

J. W. GORDON.

J. A. POLWHELE.

H. W. JAMIESON.

D. H. KEELAN.

A. PEEL GOLDNEY.

H. P. BALL.

W. A. BURNS.

[APPENDIX J.
Vide pages 51 and 74.]

APPENDIX J.
(See Resolutions Nos. 22 and 34.)

Report of Sub-Committee No. 3 appointed under Resolutions Nos. 2 and 3 of October 1927.

MEMBERS :

MR. G. L. COLVIN, (*East Indian Railway*), *Chairman*.
MR. G. PEDDIE, (*H. E. H. the Nizam's Guaranteed State Railways*).
MR. J. A. FFOLLIOTT POWELL, (*Bikaner State Railway*).
MR. H. D. SINCLAIR, (*Madras and Southern Mahratta Railway*).
MR. J. H. CHASE, (*North Western Railway*).
MR. G. S. BOCQUET, (*Eastern Bengal Railway*).
MR. F. H. BIBRA, (*Bhavnagar State Railway*).
MR. A. W. ACRES, (*South Indian Railway*).
MR. J. C. ROSE, (*East Indian Railway*), *Secretary*.

SUBJECT NO. 101.

- (a) Procedure to be adopted with regard to cases referred to the Rates Advisory Committee concerning the General Classification of Goods or cases in which more than one railway is concerned.
- (b) Proposal regarding procedure to be followed by Railways in interchanging views on cases submitted to the Railway Rates Advisory Committee.

1. The Sub-Committee first considered letter No. 2261-T., dated the 31st August 1927 from the Secretary, Railway Board, to the Secretary, Indian Railway Conference Association. In this connection they also took into consideration a Memorandum on the general subject which has been put up by the Commercial Department of one of the railways and which is reproduced as an Appendix to this Sub-Committee's report.

2. The Sub-Committee observe that in the first paragraph of the Railway Board's letter it is assumed that cases "which raise a question of the classification applied to a particular kind of commodity" can be brought before the Railway Rates Advisory Committee. The Sub-Committee, however, are doubtful whether under the terms of the Government of India's Resolution No. 600-T. of the 25th March 1926, such cases can be brought before the Railway Rates Advisory Committee, but recognise that this will depend upon the legal advice given to the Government of India on the point. Apart, however, from the legal aspect of the subject, this Sub-Committee wish to point out that in their opinion there is no reason why questions involving the general classification of commodities should be brought before the Railway Rates Advisory Committee. This particular aspect of the subject is fully dealt with in the Memorandum which forms an appendix to this report and the Sub-Committee are in entire agreement with the arguments used therein.

3. Subject to the above considerations and on the assumption that cases involving changes in the general classification will in future be referred to the Railway Rates Advisory Committee, the Sub-Committee recommend that the Railways concerned should authorise the Secretary of the Indian Railway Conference Association to arrange for their representation before the Committee. In such cases the Secretary of the Indian Railway Conference Association will receive instructions as to the conduct of the case from the Commercial Committee for Inter-change.

4. As regards the procedure that should be adopted in respect of cases (other than those involving changes in the general classification) which concern more than one Railway, the Sub-Committee recommend that wherever possible one Railway should, by mutual arrangement between the Railways concerned, be made responsible for the conduct of the case before the Railway Rates Advisory

Committee. Cases may, however, occur in which the interests of all the Railways are not identical, and in such cases the Sub-Committee consider it should be left open to any Railway, that so desires, to conduct its own case before the Railway Rates Advisory Committee.

5. Before leaving the general question, the Sub-Committee would draw attention to the matters mentioned under the heading "Other Features" at the end of the Memorandum, which forms an appendix to this report, and suggest the Railway Board might be asked by the Conference to take these particular matters into consideration.

6. The next point which the Sub-Committee considered was the question of the regular supply to all Railways of copies of the filed statements, the reports of the proceedings and the final finding in each case.

7. In this connection the Sub-Committee would draw attention to the fact that the Railway Board regularly publish the finding of the Railway Rates Advisory Committee in each case, and that such publications when issued are procurable on payment direct from the Government of India, Central Publication Branch, Calcutta.

8. As regards the filed statements, the Sub-Committee recommend that each Railway concerned should, immediately a case has been instituted before the Railway Rates Advisory Committee, send a copy of the complainant's statement to the Secretary, Indian Railway Conference Association, who will arrange on receipt to have the necessary number of copies thereof printed and circulated to all Railways, parties to the Association.

9. Similarly each Railway should forward a copy of its statement of defence for circulation to all Railways by the Secretary, Indian Railway Conference Association, as soon as the same has been prepared.

10. There remain the proceedings of the hearings in each case, and on this point the Sub-Committee are of opinion that the Railway Rates Advisory Committee are in the best position to meet requirements in this direction and that the latter should therefore consider the regular publication of the necessary statements and proceedings for purchase by railways as early as possible after the completion of each stage of the hearing of a case. It is understood that this procedure has already been adopted by the Railway Rates Advisory Committee.

SUBJECT NO. 75.

Publicity Report of Advisory Committee No. 4 appointed under Resolution No. 51 of the 1925 Conference.

1. The Sub-Committee consider that the replies received from railways, giving particulars and results of the Publicity methods among lower class passengers, indicate that sufficient development has not yet occurred in Publicity methods in connection with 3rd class travel to admit of any definite conception being formed of the utility and commercial value of such measures to Indian Railways as a whole.

2. In the circumstances the Sub-Committee recommend that the replies received this year from railways should be recorded and that all Administrations should be invited to submit further reports on this subject in time for consideration at the next meeting of the Association.

G. L. COLVIN, (*Chairman*).

G. PEDDIE.

J. A. FFOLLIOTT POWELL.

H. D. SINCLAIR.

J. H. CHASE.

G. S. BOCQUET.

F. H. BIBRA.

A. W. ACRES.

J. C. ROSE, (*Secretary*).

[APPENDIX J.
Vide pages 51 and 74.]

APPENDIX.

(To the Report of Sub-Committee No. 3 appointed under Resolutions Nos. 2 and 3 of October 1927.)

Memorandum regarding the Railway Rates Advisory Committee.

1. This note discusses the question of procedure in dealing with the following classes of cases before the Railway Rates Advisory Committee :—

- (i) Where the application, although containing a complaint regarding one Railway, involves a rate in which one or more other Railways are concerned.
 - (ii) Where the application raises the question of the classification applied to a particular kind of traffic.
 - (iii) Where the application involves or leads to the consideration of general questions of policy.
2. Each of these groups of cases may be briefly considered in turn :—

- (i) *Where the application, although containing a complaint regarding one Railway, involves a rate in which one or more other Railways are concerned.*

3. In regard to such cases it has been suggested that the most suitable procedure, when a large number of Railways are concerned, would probably be for the Secretary of the Indian Railway Conference Association to deal with the case.

4. Another suggestion is that Railways might agree to allow one Railway to represent all Railways concerned and share expenses.

5. As regards the first suggestion, this would refer more particularly to cases that would come under class (i), i.e., cases raising issues of general legislation in which all Railways are interested as against cases involving an issue particular to one or more Railways only.

6. As regards cases where although more than one line may be affected yet all Railways are not concerned, this particular point was discussed (Informal Subject No. 2) at the last Meeting of the Commercial Committee for Interchange, and the suggestion made was that the Railway on which the traffic originates should prepare a statement and conduct such a case on behalf of all the Railways interested before the Railway Rates Advisory Committee.

7. It is considered both impracticable and undesirable, however, to lay down any general rule of procedure. To decide that it is always practicable for one Railway to appear for all the others assumes an equal identity of interest invariably, but, as a little consideration will show, and as practical experience in one or two cases has borne out, this identity of interest does not always exist ; while it might even occur that the interests of the several Railways directly concerned in a particular issue are actually opposed to each other. A few examples will serve to illustrate the point.

8. The Firozabad Glass Works recently put a case forward for lower rates for their bangle manufactures on the grounds that they were unable to compete at existing classified rates with bangles of foreign manufacture. Investigation showed that the Industry at Firozabad was in need of some assistance in the mutual interests of the Railway directly serving the concern and of its constituents.

9. The complaint was also directed against the rates charged for the Firozabad product over almost all other Railways, because these bangles are fairly widely distributed throughout India. The interest which the Railway directly serving the Industry had in the issue was more or less peculiar to it, as it carried all the raw materials for this Industry, and therefore it was to the interest of that line to encourage the sales of the products of this industry. It was, therefore, decided by the Railway directly serving the industry to allow liberal concession rates on bangles from Firozabad.

10. No such consideration could arise with regard to the numerous other Railways whom the applicants endeavoured to make parties to the application on the

grounds that they were carriers of their manufactured products. A reduction that was considered a commercial proposition to the Railway directly serving the industry would not be viewed from the same standpoint by those other lines who carry none of the raw materials for the manufacture of those bangles, and who, commercially (speaking broadly), would see no distinction between the indigenous article and the foreign product carried by them. In a case of this nature it would clearly not have suited the interests of those other lines to have the case dealt with on their behalf by the Railway directly serving the industry.

11. Another example may be mentioned, *viz.*, the case of the rates on jagree for sugar refining from B. & N. W. Railway stations to Amritsar, which is at present pending before the Railway Rates Advisory Committee. In this case, three Railways are concerned in the carriage of the traffic.

12. The complaint, as originally framed by the Amritsar Sugar Mills, was directed against the rates over the E. I. and N. W. Railways between Barabanki and Amritsar. No complaint was made against the rates on the B. & N. W. Railway. As it happened, the rates on the E. I. Railway were on the same basis as those on the B. & N. W. Railway, and (although this point was not actually pressed at the hearing of the case) it was clearly to the interests of the E. I. Railway to claim that if the B. & N. W. Railway basis of charge was not considered excessive, then no complaint could lie against the E. I. Railway rate, and further both the N. W. and E. I. Railways could claim that the complaint against the rates should properly lie against the total through charge and not only against a part of it.

13. As it happened, on the advice of the Railway Rates Advisory Committee, the applicants have since made the B. & N. W. Railway a party to the complaint.

14. There are certain other aspects of this particular case that might also be mentioned. The B. & N. W. Railway serve a large number of sugar factories in the United Provinces in whose development they are closely concerned. The E. I. Railway has no such interest. Apart from the actual merits of the Amritsar Mills' application and the principles involved, the E. I. Railway could, without loss of any very large revenue, make a reduction in the rates for jagree to Amritsar.

15. To the B. & N. W. Railway, however, any suggestion to lower the existing rates for jagree raises a much wider issue. Their Mills are in competition with the Amritsar Mills for the Amritsar market. They could not assist the latter without being involved in claims from their own industries. Here also we have a case where it could not be to the interests of the three Railways to make one common suit, because their interests in the particular issue are not identical nor affected to the same degree.

16. As illustrating a case where the interests of two Railways involved in a case of through rates may be directly opposed to each other, the rates on iron and steel products from the various indigenous industries located on the E. I. Railway to centres in the Punjab might serve as an example. The E. I. Railway find it necessary to give liberal concessions in the rates on the raw materials and manufactured products of these industries. The N. W. Railway do not allow such concessions and do not favour them as they would be at the expense of traffic in imported iron moving from Karachi to the Punjab which pays full tariff rates. In the event of a complaint from the Industries served by the former Railway in regard to the through rates to centres in the Punjab, the sympathies of the forwarding railway would obviously be with the complainants, as it would be to its interest to see the indigenous product obtaining a market in the Punjab in competition with the imported iron and steel *which it does not carry*. This would clearly be a case where the interests of the E. I. and N. W. Railways would be inimical to each other.

17. Other varied examples can be given but the three cited above are sufficient to show that it is not a practicable proposition to lay down a rule that in such cases one Railway should deal with the case on behalf of all the others. The principle that where practicable this should be done is a different proposition, and in actual practice this is what Railways are doing at present. It all depends, as it must do, on the particular circumstances in each case.

33. The functions of the Railway Rates Advisory Committee should properly be restricted to corrective measures for remedying particular complaints. As a matter of fact it is difficult to see how they can really deal with a classification question. This involves the determination of *what is a reasonable maximum rate for a particular commodity* and this is something very much more than the consideration of unreasonable rates *per se* or undue preference.

34. As a case in point of what has been stated may be mentioned the petrol case now pending before the Railway Rates Advisory Committee. The B. I. Corporation and the Upper India Chamber of Commerce, both of Cawnpore, have complained that the sixth class rate on petrol is too high. The complainants are consumers of petrol in three or four centres in the U. P. and although the complaint makes reference to the classification of petrol the point at issue really is the actual sum totals of the charges levied on petrol railed from Budge Budge to Cawnpore, Kathgodam and Delhi.

35. If the rates to these three centres were suitably reduced the whole ground of complaint would vanish, yet the actual issue has been obscured and the matter has more or less resolved itself into the question of the classification of petrol. It is obvious that the case has gone beyond the limits within which it should have been kept, had the issue been clearly defined.

36. In the first place the complainants are only entitled to represent matters *so far as their own particular interests are concerned*. They have no standing as far as consumers of petrol in other centres throughout the country are concerned and yet this is what is implied if the complainants' right to raise the classification issue before the Committee is admitted. Railways that do not carry any of the complainants' traffic have been made parties to the complaint. All the complainants' petrol is railed over the E. I. Railway from Budge Budge, yet Railways like the N. W., G. I. P., and B. B. and C. I. Railways have been listed as defendants.

37. The actual complaint is in regard to the actual charge levied from Budge Budge to these few centres. The fact that these are 6th class maxima rates is not a material issue in itself. As already remarked, if the reduced station to station rates to these centres were introduced, the grounds of complaint would disappear.

38. But consider what the effects would be, if, instead of confining the case to the particular local issue involved, the Committee recommended that Petrol should be classified 4th class. Such a decision would be based on an investigation into special conditions peculiar to a limited area but if the recommendation to alter the classification were accepted the basis of charge throughout the country would be redneed irrespective of whether in very large areas and for a large proportion of the total traffic, charges based on 6th class were not unreasonable.

39. In the circumstances, questions affecting the General Classification of commodities should properly be kept outside the scope of the Railway Rates Advisory Committee's functions.

40. The question of representation in Classification cases will depend on the view taken with regard to what has been stated above. There is no doubt that if such an issue does come before the Committee that it will be most convenient for the conduct of the case on behalf of the Railways to be centralised in the Secretary, I. R. C. A. Here, however, as in the case of particular rates, much will depend on the circumstances of each case and the general identity of interest.

41. Changes in classification may be of greater importance to some railways than others and there may not always be agreement on a particular issue. It should be left open to any railway, that so desires, to represent matters for itself, in addition to any representation that the Secretary, I. R. C. A., may submit on behalf of railways as a whole.

42. It will have to be settled, however, how decisions are to be arrived at as to the policy or lines on which the Secretary is to conduct cases on behalf of all railways parties to the Conference, and also who is to be responsible for giving such decisions.

43. It may be considered that the Conference Commercial Committee for Interchange should be held responsible for entrusting the Secretary with the conduct of particular cases but the point arises whether the Committee's decisions are to be taken independent of the Conference Standing Committee and accepted by all Railways. In all cases of this nature it would probably also be necessary, to suit the convenience of all the railways, for the Railway Rates Advisory Committee to take up all classification questions at stated times.

(iii). *Where the application involves or leads to the consideration of general questions of policy.*

44. Questions affecting general policy can only result from findings of the Railway Rates Advisory Committee in specific cases but it is scarcely likely that the Committee will be called upon to determine matters of general policy nor would it be within their scope to deal with such questions as specific issues. This is a matter that a railway or railways will deal with in the ordinary course; or, should the decision in any case necessitate the consideration of a question that affects all railways equally, the Conference machinery exists to deal with the matter in the same way as it does with all questions relating to the General Classification and the accompanying rules.

Other Features.

45. Apart from the special specific points dealt with above there are one or two other features that might usefully be considered in view of the opportunity this discussion affords of doing so. The Railway Board have taken a sound step in instructing the Railway Rates Advisory Committee that the Committee should at a definite stage in the hearing of any case define the issues involved.

46. It is felt, however, that there is another point to which the attention of the Railway Rates Advisory Committee might usefully be directed. The experience of at least one Railway is that in one or two cases that have so far been taken up there has been a tendency to go beyond the specific issues involved by an application and to call upon Railways to furnish evidence on points which have no real bearing on the question and which are likely to seriously embarrass the Railways in various directions.

47. The Amritsar Sugar Mills case to which reference has been made elsewhere in this note may be cited as an example. This case deals with the rates on Jagree for sugar refining between certain B. & N. W. Railway stations and Amritsar via Barabanki and Saharanpur. As far as say, the intermediate Railway is concerned, the case refers to a specific movement of traffic between two stated points.

48. It is felt, however, that the issue has been unnecessarily complicated and the enquiry taken beyond its legitimate sphere by the action of the Railway Rates Advisory Committee in raising what is nothing more nor less than a general consideration of the relative rates on Sugar and Jagree. Only a mere fraction of the traffic in Jagree carried by this particular railway is used in sugar refining. The great bulk of the traffic carried is used as an article of food. The complainants in this case have clearly a *locus standi* only in respect of the traffic in which they are directly interested, viz., Jagree for sugar refining railed into Amritsar. They can hold no brief for the producer or consumer of Jagree.

49. Nevertheless, the Railway has been called upon to submit detailed statistics of all its Jagree traffic shewing relative loads, &c. These statistics are involving a great deal of trouble to compile and it is considered that the labour and expense involved is not called for and that such general statistics are irrelevant to the particular issue involved. It would clear the air considerably if the Railway Rates Advisory Committee's attention was drawn to the necessity of keeping to the specific issues involved and that railways should not be called upon to furnish information other than what actually bears on the particular case.

50. It is realised that the Committee should be allowed freedom to determine what is or is not relevant to a particular enquiry but it is nevertheless felt that the consideration of a case should be confined to the specific issues that are actually involved in an application and that Railways should not be placed under an onus of producing evidence or discussing issues that are on the face of them entirely irrelevant.

51. Another point that should be cleared up is the standing of persons entitled to bring cases before the Railway Rates Advisory Committee, that is something should be laid down to indicate who can bring forward such complaints.

52. There is nothing definite specified in the rules at the present time but presumably it is an essential part of any proceedings that the complainant must be a person or body actually and directly affected by the operation of the particular rate or rates complained against. For instance, would it be in order for a social worker to come forward and complain that the rates on foodstuffs are too high and result in unduly increasing the cost of living to the poorer classes? Or is the Upper India Chamber of Commerce in attacking the Classification of Petrol entitled to raise a general issue on behalf of all Petrol consumers in the country, the vast majority of whom have no connection whatever with the Chamber? This is also an important point on which there should be some definite ruling.

53. Finally, there are likely to be cases where the issues involved in a particular complaint are opposed to the interests of other constituents of Railways. For instance, the claim of an Industry to lower rates in a particular area may involve the interests of other Industries in that area. Do the rules for proceedings before the Railway Rates Advisory Committee contemplate the possibility of such other Industries opposing such a claim and intervening in the proceedings in protection of their own interests?

54. No such case has so far arisen but it is believed to be not beyond the bounds of probability that such a position will arise in connection with the Amritsar Sugar Mills case. In this case the applicants have made a point of the fact that they are unable to compete with the Mills located in the sugarcane tracts from which the Amritsar Mills procure their Jagree. The Mills located, in the sugarcane tracts however, are believed to be opposed to any measures that will improve the competitive position of the Amritsar Mills unless they are given corresponding reductions on their finished products, so that it is quite likely that these Mills will be opposed to the request of the Amritsar Mills being granted.

55. Cases of this nature are bound to arise where industrial competition is keen and the rules for proceedings before the Committee should provide, if they do not already do so, that where industrial interests clash in this manner, opportunity should be given to all the parties likely to be interested to represent their own views if they so desire.

APPENDIX K.

(See Resolution No. 28.)

Report of the Sub-Committee appointed by the President to report to the Conference of 1927 on the application of the Geneva and Washington Conventions to Indian Railways.

MEMBERS :

- MR. M. W. BRAYSHAY (*Bombay, Baroda and Central India Railway*),
(*Chairman*).
MR. C. W. LLOYD JONES (*His Exalted Highness the Nizam's Guaranteed State Railways*).
MR. T. G. RUSSELL (*Great Indian Peninsula Railway*).
MR. P. ROTHERA (*South Indian Railway*).
MR. H. A. M. HANNAY (*East Indian Railway*).
LIEUT.-COLONEL C. S. M. C. WATSON (*North Western Railway*).
MR. J. A. TOWER (*Great Indian Peninsula Railway*), (*Secretary*).

SUBJECT No. 74.

Geneva Convention—Report of Advisory Committee No. 3 appointed under Resolution No. 51 of the 1925 Conference to enquire into its application to railways in India.

1. The terms of reference to this Sub-Committee are to consider the report of the Advisory Committee appointed by the Conference under their Resolution No. 27 of October 1926 and to draft proposals for the practical application of the Washington and Geneva Conventions to Indian Railways for the consideration of the Conference, having regard to suggestions that have been made informally as to the definition of hours of work and exemptions permanent and temporary.

2. We have examined the report of the Advisory Committee and consider that this document is of great value. It has been of great assistance to us in coming to our final conclusions and we consider that Railways are much indebted to the Chairman, Mr. Watson, and his Committee for the careful consideration they have given to this very difficult subject. We consider, however, that the Committee's interpretation of the Conventions is rather too rigid and not suitable for application to Indian Railways under present conditions. We submit at the end of this report the terms of a draft Resolution, and in the following paragraphs we explain the reasons for our divergence from the proposals of the Advisory Committee.

3. We consider it desirable from every point of view that the Conference should lay down general rules for the application of the Washington and Geneva Conventions and that Railways should agree by resolution of the Conference to give effect to these rules.

4. In the rules incorporated in the draft resolution below, it is proposed that all supervising staff and staff engaged in a confidential capacity be exempt. Staff coming under the Indian Factories Act and the Indian Mines Act are already provided for. It is considered that no difficulty will be experienced in applying the 60 hour week and weekly rest day to all clerical staff.

5. With regard to staff other than the running staff and the categories mentioned above, it is proposed for the purpose of the application of the Washington Convention that they should be placed in two broad categories, namely, those whose work is of a continuous nature such as can be arranged in shifts, and those whose work is essentially of an intermittent nature. For the former, it will be necessary to arrange their work by some such system of rostering as suggested

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by the Sub-Committee of the I. R. C. A., so that under conditions of normal working the 60-hour week principle is observed. For the latter, it will generally be found possible to arrange that under conditions of normal working the periods of actual work within the hours of duty shall not add up to more than 60 in the week.

6. It is clear that the main difficulty in dealing with this class of staff lies in finding a dividing line between those whose work is continuous and who can be put on the shift system, and those whose work is essentially of an intermittent nature.

7. It is proposed that for all staff who are now not working on shifts and/or whose hours of duty may extend to 12 in the day or more, a schedule should be drawn up for each post shewing clearly the hours of duty and the hours within those periods during which actual work has to be done. If the sum of these periods of actual work in the week under normal conditions of working comes to less than 60, it would appear that the 60-hour principle would not be contravened. If, however, it is not possible to bring the sum within 60 hours in the week by a re-arrangement of work, it would be clear evidence of the necessity for arranging to work in shifts and appointing extra staff for this purpose.

8. For the purpose of the application of the Geneva Convention, it is considered that some such rostering system as recommended by the Sub-Committee can be used to ensure a weekly rest day when work is proceeding under normal conditions for staff whose work is classed as continuous and who work in shifts.

9. The staff, whose work is essentially intermittent as decided by the method described in paragraph 7 above, may be considered to have compensatory periods of rest as required under Article 5 of the Geneva Convention. And further it is arguable that in view of the leave rules which this class of staff enjoy and which are more liberal in India than in other countries, to make an exception of this class of staff is within the obligation to pay regard to all proper humanitarian and economic conditions as laid down in Article 5 of the Convention. It is, therefore, proposed to except under Article 4 the staff whose work is of an essentially intermittent nature.

10. The proposed rules provide for exceptions under both Conventions in cases of abnormal traffic or other pressure of work, accidents, unforeseen interruptions to traffic and other emergencies. It is considered that railway administrations should at first be allowed a considerable degree of latitude in the application of these exceptions.

11. It is considered that the necessary arrangements to apply the rules to all staff other than the running staff can be made within 12 months and it is proposed, therefore, to allow that period. It is the intention that the rules should be brought into force as soon as possible, but it is recognised that a considerable amount of work will be involved in the preparation of schedules of work, etc., and it is considered necessary that allowance should be made for this.

12. The draft resolution provides for the application of both Conventions to all running staff, but for reasons stated below it is not proposed to fix any time within which full effect is to be given to the rules. It will be necessary to examine and revise schedules or links which must be arranged so that under normal conditions the total hours of work shall not exceed 60 in the week and so that each individual will normally obtain a weekly rest day of 24 hours. In some cases this can be done without serious difficulty for normal conditions of working. In many other cases, however, it will be very difficult as explained in the following paragraph. It is considered absolutely essential that proper arrangements should be made in every case before the rules are applied, because the premature application of the rules would result in uneconomical working and hardship and loss of emoluments to the staff.

13. A considerable proportion—sometimes as much as 50 per cent.—of the emoluments of the running staff consists of allowances dependent on work done in the form of mileage allowances, trip allowances or overtime allowances. A reduction of hours or an addition of staff to provide for a weekly rest day would in many cases mean a reduction in the allowances, that is, in the emoluments of the staff. Moreover, on certain railways the system of extra allowances for Sunday work is in force. In such cases the provision of a weekly rest day would logically

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be accompanied by the abolition of such allowances and a substantial reduction in the emoluments of the staff. Furthermore, it is a question whether it would not be necessary to curtail the present liberal leave enjoyed by the staff if they are in addition to have a weekly day of rest. The existing systems of payment of the running staff vary considerably on different railways and are generally very complicated. To re-adjust or revise the systems of payment so as to make them equitable or satisfactory under the new conditions will be attended with considerable difficulty and in many cases the only satisfactory solution would appear to lie in considerable alteration or modification in the engine runs, etc. Generally speaking, the existing conditions applying to the running staff are such that the new conditions implied in the Conventions cannot be grafted on to them without, in many cases, hardship to the staff and it seems probable that they would object strongly to the application of the Convention under present conditions.

14. For the above reasons we consider it desirable to provide for the temporary exception of the running staff, but we consider that measures should be taken aiming at the application of the Conventions to the running staff as far as may be practicable. With further experience it may prove desirable to amend the rules and with this in view we have recommended that a report be submitted to the Conference after one year so that the whole position may be re-examined.

15. The resolution which the Committee now submit to the Conference for adoption is as follows :—

A.—That the provisions of the Geneva and Washington Conventions be applied to the staff of Indian Railways in the manner, and to the extent, prescribed in the following rules ; that these rules be given full effect within 12 months ending 30th September 1928, except in respect of the running staff ; that measures be taken to apply them to the running staff as soon as may be practicable ; that a report by an officer nominated by the Conference be submitted to the Conference at its Session in 1928, describing the manner in which these rules have been put into force on each railway and the extent to which they have been given effect.

RULES.

I. (1) With the exception of staff classed as supervising and persons engaged in a confidential capacity, the hours of work of all staff engaged on railway work shall be limited to 60 in a week when work is proceeding under normal conditions.

(2) In the case of persons whose work is essentially of an intermittent nature the sum of the hours of actual work performed within the prescribed hours of duty shall not exceed 60 in a week when work is proceeding under normal conditions.

(3) The Agents of Railways may make temporary exceptions, as provided for in Article 6 (b) of the Washington Convention, to the limitation prescribed in Rule 1(1) for any class of staff or any individual in cases of abnormal traffic or other pressure of work, accidents, unforeseen interruptions to traffic and other emergencies.

II. (1) The whole of the staff employed on the working of Railways, with the exceptions noted hereafter, shall enjoy, under normal conditions of work in every period of seven days, a period of rest comprising at least 24 hours as provided for in Article 2 of the Geneva Convention.

(2) The following total exceptions to Rule II (1) are made as authorised by Article 4 of the Convention :—

(a) All staff classed as supervising staff.

(b) Staff whose work is essentially of an intermittent nature.

(3) The Agents of Railways may make temporary or partial exceptions to Rule II (1) in regard to any class of the staff in cases of abnormal traffic or other pressure of work, accidents, unforeseen interruptions to traffic and other emergencies.

III. For the purposes of these rules all staff engaged on railway work may be classed in the following categories, the Agent's decision being final in the classification of any grade not particularly specified therein :—

(a) *Supervising Staff*.—This includes all superior gazetted officers and all subordinate supervising staff such as :—

Inspectors and Assistant Inspectors.

Supervisors and Overseers.

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Superintendents and Deputy Superintendents.

Foremen and Assistant Foremen.

Yardmasters.

Chief Train Controllers.

Head Train Examiners.

Station Masters supervising stations but not actually engaged in train-passing duties.

Goods Clerks and Booking Clerks working in a supervising capacity, etc.

Assistant Surgeons and Sub-Assistant Surgeons.

(b) Clerical Staff in supervising offices and all whose work is of a purely clerical nature.

(c) Staff whose work is governed by the Indian Factories Act.

(d) Staff whose work is governed by the Indian Mines Act.

(e) *Running Staff*.—This includes Drivers, Firemen, Guards, Brakemen, Travelling Ticket Examiners, and staff engaged in the Crew Ticket check system and all staff travelling by trains on duty connected with the running of those trains.

(f) Staff other than the above whose work is of a continuous nature.

(g) Staff other than the above whose work is essentially of an intermittent nature.

IV. Under these rules the principle of the 60-hour week is applied to all railway staff except those in category (a) and the weekly rest day will be enjoyed by all railway staff except those in categories (a) and (g).

B.—That a copy of this resolution be forwarded to the Railway Board in reply to their letter No. 837-E/20 of 22nd December 1925.

M. W. BRAYSHAY, *Chairman*.

C. W. LLOYD JONES.

T. G. RUSSELL.

P. ROTHERA.

H. A. M. HANNAY.

C. S. M. C. WATSON.

J. A. TOWER (*Secretary*).

APPENDIX L.

(See Resolution No. 39.)

STATEMENT A.

Statement of expenditure of the Indian Railway Conference Association for the financial year 1926-27.

Items.	DISBURSED BY THE EAST INDIAN RAILWAY.		
	For the half-year ending 30th September 1926.	For the half-year ending 31st March 1927.	Total for the financial year 1926-27.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Secretary's salary and travelling allowances—			
Secretary	15,117 5 0	19,403 0 0	34,520 5 0
Office Establishment—			
Salaries and allowances	10,115 15 9	9,662 0 0	19,777 15 9
Office Expenses—			
Contingencies	2,256 12 0	1,643 4 0	3,900 0 0
Rent	2,656 8 3	2,967 8 0	5,624 0 3
Miscellaneous—			
Printing Charges	7,582 14 11	Cr. 7,768 9 3	Cr. 185 10 4
Conference Expenses	1,916 14 0	Cr. 380 5 0	1,536 9 0
Expenses of the Commercial Committee	104 0 3	366 7 0	470 7 3
Essays (prizes and medals) . . . . .	..	1,100 0 0	1,100 0 0
Expenses of the Locomotive and Carriage Superintendents' Committee.	1,761 2 0	819 7 0	2,580 9 0
Provident Fund Bonus	2,713 14 6	2,267 8 0	4,981 6 6
Medical Attendance	832 0 0	460 0 0	1,292 0 0
Credit from the Railway Board for work in connection with the Alphabetical List of Stations. . . . .	..	Cr. 3,000 0 0	Cr. 3,000 0 0
Total	(a) 45,057 6 8	(b) 27,540 3 9	72,597 10 5

(a) Certified that the above payments have been made on behalf of the Indian Railway Conference Association and are properly vouched; of this total, a sum of Rs. 1,761-2-0 has been audited by the Chief Auditor, Madras and Southern Mahratta Railway, whose audit acceptance has been received.

CALCUTTA,
9th December 1926.

(Sd.) W. W. MORGAN,
for Chief Accounts Officer,
EAST INDIAN RAILWAY.

(b) Certified correct.

CALCUTTA,
3rd August 1927.

(Sd.) W. W. MORGAN,
for Chief Accounts Officer,
EAST INDIAN RAILWAY.

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STATEMENT B.

Statement showing distribution of expenditure of the Association for the financial year 1926-27.

Railways.	No. of votes, 1926.	Half-year ending 30th September 1926, per vote Rs. 300-6-1.	No. of votes, 1927.	Half-year ending 31st March 1927, per vote Rs. 183-9-7.	Total for financial year 1926-27, per vote Rs. 483-15-8.
		Rs. A. P.		Rs. A. P.	Rs. A. P.
Assam Bengal	6	1,802 4 7	6	1,101 9 10	2,903 14 5
Assam Railways & Trading Co. (D. S. Ry.).	2	600 12 2	2	367 3 3	967 15 5
Barsi Light	2	600 12 2	2	367 3 3	967 15 5
Bengal and North Western	8	2,403 0 8	8	1,468 13 1	3,871 13 9
Bengal Dooars	2	600 12 2	2	367 3 3	967 15 5
Bengal Nagpur	10	3,003 13 10	10	1,836 0 3	4,839 14 1
Bengal Provincial	1	300 6 1	1	183 9 7	483 15 8
Bhavnagar State	2	600 12 2	2	367 3 3	967 15 5
Bikaner State	4	1,201 8 4	4	734 6 6	1,935 14 10
Bombay, Baroda and Central India	10	3,003 13 10	10	1,836 0 3	4,839 14 1
Bombay Port Trust	1	300 6 1	1	183 9 7	483 15 8
Burma	8	2,403 0 8	8	1,468 13 1	3,871 13 9
Calcutta Port Commissioners'	1	300 6 1	1	183 9 7	483 15 8
Darjeeling Himalayan	1	300 6 1	1	183 9 7	483 15 8
Dholpur Bari	1	300 6 1	1	183 9 7	483 15 8
Eastern Bengal	8	2,403 0 8	8	1,468 13 1	3,871 13 9
East Indian	10	3,003 13 10	10	1,836 0 3	4,839 14 1
Gackwar's Baroda State	2	600 12 2	2	367 3 3	967 15 5
Gondal	2	600 12 2	2	367 3 3	967 15 5
Great Indian Peninsula	10	3,003 13 10	10	1,836 0 3	4,839 14 1
Gwalior Light	2	600 12 2	2	367 3 3	967 15 5
H. E. H. the Nizam's Guaranteed State.	6	1,802 4 7	6	1,101 9 10	2,903 14 5
Jamnagar and Dwarka	1	300 6 1	1	183 9 7	483 15 8
Jodhpur	4	1,201 8 4	4	734 6 6	1,935 14 10
Jorhat Provincial	1	300 6 1	1	183 9 7	483 15 8
Junagad State	2	600 12 2	2	367 3 3	967 15 5
Madras and Southern Mahratta	10	3,003 13 10	10	1,836 0 3	4,839 14 1
Madras Port Trust	1	300 6 1	1	183 9 7	483 15 8
Messrs. Kar and Company	1	300 6 1	1	183 9 7	483 15 8
Messrs. McLeod and Company	1	300 6 1	1	183 9 7	483 15 8
Messrs. Martin and Company	2	600 12 2	2	367 3 3	967 15 5
Messrs. Octavius Steel and Company	1	300 6 1	1	183 9 7	483 15 8
Morvi	2	600 12 2	2	367 3 3	967 15 5
Mysore	2	600 12 2	2	367 3 3	967 15 5
North Western	10	3,003 13 10	10	1,836 0 3	4,839 14 1
Porbandar State	1	300 6 1	1	183 9 7	483 15 8
Rohilkund and Kumaon	3	901 2 3	3	550 12 11	1,451 15 2
South Indian	8	2,403 0 8	8	1,468 13 1	3,871 13 9
Udaipur Chitorgarh	1	300 6 1	1	183 9 7	483 15 8
Total	150	45,057 6 8	150	27,540 3 9	72,597 10 5

STATEMENT C.

Details of expenditure of the Locomotive and Carriage Superintendents' Committee disbursed by the Madras and Southern Mahratta Railway and the East Indian Railway for the financial year 1926-27.

Items.	Half-year ending 30th September 1926.			Half-year ending 31st March 1927.			Total for financial year 1926-27.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Secretary's salary and allowance	1,320	0	0	200	0	0	1,520	0	0
Clerks' salaries	934	0	0	333	9	3	1,257	9	3
Office expenses and contingencies	329	8	0	10	12	0	340	4	0
Miscellaneous :—Printing	720	8	0	....	....	....	720	8	0
Conference expenses	10	0	0	289	11	0	299	11	0
Deduct—sale proceeds	1,552	14	0	14	9	3	1,567	7	3
Total	1,761	2	0	819	7	0	2,580	9	0

STATEMENT D.

Estimate of expenditure of the Indian Railway Conference Association for the financial year 1928-29.

Items.	Actual for 1926-27.			Sanction for 1927-28.			Estimate for financial year 1928-29.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Secretary's salary and allowances including over- seas pay	34,520	5	0	35,000	0	0	35,000	0	0
Office establishment as per statement E.	19,777	15	9	24,139	0	0	25,068	0	0
Contingencies	3,900	0	0	4,700	0	0	4,700	0	0
Rent	5,624	0	3	5,250	0	0	5,250	0	0
Printing charges	Cr. 185	10	4	3,200	0	0	3,200	0	0
Conference expenses	1,536	9	0	1,000	0	0	1,000	0	0
Expenses of the Commercial Committee	470	7	3	....	....	....	....	....	....
Essays (Prizes and medals)	1,100	0	0	1,000	0	0	1,000	0	0
Locomotive and Carriage Superintendents' Com- mittee	2,580	9	0	....	....	....	....	....	....
Medical attendance	1,292	0	0	600	0	0	600	0	0
Total	70,616	3	11	74,889	0	0	76,418	0	0
Less—credit from Railway Board for Alphabetical List of Stations	3,000	0	0	3,000	0	0	3,000	0	0
Net total	67,616	3	11	71,889	0	0	73,418	0	0
Add—Provident Fund Contribution of Secretariat establishment	4,981	6	6	4,929	0	0	5,055	0	0
Total	72,597	10	5	76,818	0	0	78,473	0	0

APPENDIX L.]
Vide page 79.)

STATEMENT E.
Details of Office Establishment.
(See Statement D.)

Clerks, etc.	Rs.	Number.	Amount.
			Rs.
Chief Clerk not exceeding	*600	1	7,200
Tariff Clerk not exceeding	450	1	4,800
†Clerk not exceeding	240	1	2,880
Clerks not exceeding	140	2	3,216
†Clerk not exceeding	100	1	840
Clerks not exceeding	100	1	1,200
Clerks not exceeding	85	2	1,860
†Clerk not exceeding	85	1	600
Clerks not exceeding	64	2	1,536
Peon not exceeding	18	1	216
Peons not exceeding	16	2	384
Office Cooly	13	1	156
Chowkidar	10	1	120
Sweeper	10	1	120
Garden staff	45	4	540

* Includes Rs. 100 Allowance.

† For the Mechanical Section.

STATEMENT F.

Expenditure of the Office of the Director of Wagon Interchange for the financial year 1926-27.

Items.	Disbursed by the E. I. Railway.			Remarks.
	For the half-year ending 30th September 1926.	For the half-year ending 31st March 1927.	Total for the financial year 1926-27.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Director's salary and travelling allowance	17,552 6 0	17,890 7 5	35,442 13 5	
Assistant Director's salary and travelling allowance	11,836 8 0	6,586 3 0	18,422 11 0	
Office establishment salaries and allowances	36,218 3 9	35,565 7 3	71,783 11 0	
Contingencies	2,756 1 5	4,120 13 5	6,876 14 10	Including Printing charges.
Rent	2,100 0 0	2,100 0 0	4,200 0 0	
Furniture . . . . .	..	..	..
Medical attendance	480 0 0	480 0 0	960 0 0	
P. F. Bonus	4,973 7 0	4,923 3 0	9,896 10 0	Includes Rs. 4,196-15-0 for D. W. I. and A. D. W. I.
Total	75,916 10 2	71,666 2 1	1,47,582 12 3	

STATEMENT G.

Details of Office Establishment.

Clerks, etc.	Rs.	Number.	Amount.	Remarks.
	Rs. a. p.		Rs. a. p.	
Office Supdt. not exceeding	600 0 0	1	600 0 0	Rs. 20 in addition as special pay.
Asst. Office Supdt. " "	300 0 0	1	300 0 0	
2nd Asst. " " "	200 0 0	1	200 0 0	
Inspector " " "	350 0 0	1	350 0 0	
" " " "	300 0 0	1	300 0 0	
Stenographers " " "	140 0 0	2	280 0 0	
Clerks " " "	140 0 0	3	420 0 0	
" " " "	100 0 0	8	800 0 0	
" " " "	64 0 0	12	768 0 0	
" " " "	52 0 0	18	936 0 0	
" " " "	44 0 0	40	1,760 0 0	
Jamadar Peon " " "	21 0 0	1	21 0 0	
Peons " " "	16 0 0	4	64 0 0	
" " " "	12 0 0	1	12 0 0	
" " " "	11 8 0	7	80 8 0	
Watchman " " "	11 8 0	1	11 8 0	
Sweeper " " "	11 8 0	1	11 8 0	
" " " "	10 0 0	1	10 0 0	
Dafti " " "	25 0 0	1	25 0 0	
Total	105	6,949 8 0	

APPENDIX L.]
Vide page 79.)

STATEMENT II.

Statement showing distribution of Expenditure of the Office of the Director of Wagon Interchange for the financial year 1926-27.

Railways.	No. of votes, 1926.	Half-year ending 30th September 1926.	No. of votes, 1927.	Half-year ending 31st March 1927.	Total for financial year 1926-27.
		Rs. a. p.		Rs. a. p.	Rs. a. p.
1. East Indian Railway . .		15,415 9 3		14,473 8 9	29,889 2 0
2. E. B. Railway . . .		3,036 13 2		2,824 14 9	5,861 11 11
3. B. N. Railway . . .		8,224 9 1		8,155 8 4	16,380 1 5
4. G. I. P. Railway . . .		13,795 6 6		12,832 12 7	26,628 3 1
5. B., B. & C. I. Railway . .		4,008 6 5		4,577 0 8	9,485 7 1
6. N. W. Railway . . .		22,830 1 0		21,478 4 11	44,308 5 11
7. S. I. Railway . . .		1,795 12 1		1,733 8 11	3,529 5 0
8. N. G. S. Railway . . .		1,632 2 4		1,611 0 11	3,243 3 3
9. M. S. M. Railway . . .		4,277 14 4		3,979 6 3	8,257 4 7
Total . .		75,916 10 2		71,606 2 1	1,47,532 12 3

STATEMENT J.

Estimated Expenditure of the Office of the Director of Wagon Interchange for the financial year 1928-29.

Items.	Actual for 1926-27.	Sanction for 1927-28.	Estimate for financial year 1928-29.	Remarks.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Director's salary and allowance .	35,442 13 5	42,750 0 0	42,200 0 0	Includes D. W. I. & A. D. W. I.'s T. A. and Overseas pay.
Assistant Director's salary and allowance.	18,422 11 0	22,853 0 0	21,800 0 0	
Office establishment and allowance	71,783 11 0	85,680 0 0	72,200 0 0	
Contingencies	6,876 14 10	12,720 0 0	7,600 0 0	Includes Printing charges.
Rent	4,200 0 0	4,680 0 0	4,200 0 0	
Furniture . . . . .	...	...	...
Medical attendance	960 0 0	960 0 0	960 0 0	
P. F. Contribution	9,896 10 0	11,370 0 0	11,350 0 0	Includes D. W. I. & A. D. W. I.'s P. F. contribution.
Total . .	1,47,582 12 3	1,81,013 0 0	1,60,310 0 0	

EXPENDITURE OF JOINT OFFICE.

STATEMENT K.

Estimated expenditure of the Director of Wagon Interchange's office for the year 1928-29 is as under—(See statement I, Subject No. 82).

Items.	Items which can be directly allocated to wagon directorate under amalgamation.	Items which cannot be so allocated.
	Rs. a p.	Rs. a p.
Director's salary and allowances . . . . .	..	42,200 0 0
Assistant Director's salary and allowances . . . . .	..	21,800 0 0
Office Establishment less salary of office superintendent	65,000 0 0	..
Salary of office superintendent . . . . .	..	7,200 0 0
Contingencies	7,600 0 0	..
Rent . . . . .	..	4,200 0 0
Furniture . . . . .	..	..
Medical Attendance	960 0 0	..
Provident Fund Bonus	5,417 0 0	5,933 0 0
Total	78,977 0 0	81,333 0 0
Grand total	Rs. 1,60,310.	

STATEMENT L.

Estimated expenditure of amalgamated office.

Items.	Items which can be allocated		Joint.
	to I. R. C. A.	to Wagon Directorate.	
	Rs. a p.	Rs. a p.	Rs. a p.
1. Superior staff salary and allowances (maximum salaries taken as Rs. 3,000, plus 1,950 plus 800 p. m., plus 2,000 per annum for travelling and halting allowances) plus 4,200 for Overseas pay . . . . .	..	..	75,200 0 0
2. Office Establishment	25,668 0 0	65,000 0 0	..
3. Office Superintendent, 600 per mensem . . . . .	..	..	7,200 0 0
4. Rent, 4,200 plus 5,250 . . . . .	..	..	9,450 0 0
5. Printing	3,200 0 0	..	..
6. Contingencies	4,700 0 0	7,600 0 0	..
7. Conference expenses	1,000 0 0	..	..
8. Essays	1,000 0 0	..	..
9. Medical attendance	600 0 0	960 0 0	..
10. Provident Fund Bonus	2,140 0 0	5,417 0 0	6,867 0 0
Total	38,308 0 0	78,977 0 0	98,717 0 0
Grand total	Rs. 2,16,002.		

APPENDIX L.]

Vide page 79.)

The estimated expenditure of the Director of Wagon Interchange's office for 1928-29 (excluding the expenditure on neutral control, all of which is directly allocatable to the pool) is Rs. 1,60,310 divisible as under, *see* Statement K above :—

	Rs.	a.	p.
Directly allocatable to pool in amalgamated office	78,977	0	0
Items not so allocatable	81,333	0	0

The total expenditure of the two separate offices would therefore be :—

	Rs.	a.	p.
I. R. C. A. Statement D. Subject No. 82	78,473	0	0
D. W. I.	78,977	0	0
	81,333	0	0
Total	2,38,783	0	0

Under the amalgamation scheme the amount which could be directly allocated to the wagon pool would be—

	Rs.	a.	p.
<i>Vide</i> Statement K	78,977	0	0
Leaving a balance of	1,37,025	0	0
Total	2,16,002	0	0

showing a saving of Rs. 22,781-0-0. (*See* Statement L.)

It is suggested that this should be allocated as under :—

	Rs.	a.	p.
To Pool	11,333	0	0
To I. R. C. A.	11,448	0	0

The total allocation would then be as under :—

	Estimated 1928-29.			Proposed.			Allocation.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
I. R. C. A.	78,473	0	0	1,37,025	0	0	67,025	0	0
Pool supervision, etc. ...	81,333	0	0	..	..	..	70,000	0	0
Pool direct charges	78,977	0	0	78,977	0	0	78,977	0	0
	..	..	..	2,16,002	0	0	2,16,002	0	0

The total expenditure of the wagon directorate would then be Rs. 1,48,977 against estimated expenditure of Rs. 1,60,310 and of the I. R. C. A. Rs. 67,025 against estimated expenditure of Rs. 78,473.

APPENDIX L]
Vide page 79.)

STATEMENT M.

Estimate of expenditure of the Neutral Control Office attached to the Office of the Director of Wagon Interchange for the financial year 1928-29.

Items.	Actuals for 1926-27.	Sanction for the year 1927-28.	Estimate for the year 1928-29.	Remarks.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Neutral Control Officer's salary and allowances.	*7,080 6 0	*10,895 0 0	*10,495 0 0	*Includes N. C. O.'s leave, gratuity contribution and T. A.
Office establishment and allowances.	16,666 9 0	19,374 0 0	19,668 0 0	
Contingencies	399 15 0	2,400 0 0	2,400 0 0	
Rent . . . . .	...	...	...
Furniture . . . . .	...	...	...
Medical attendance . . . . .	...	...	...
Provident Fund Contribution .	1,942 15 0	2,232 0 0	2,237 0 0	Includes N. C. O.'s P. F. contribution.
Total ..	26,089 13 0	†34,901 0 0	34,800 0 0	†Railway Board's sanction awaited.